

BUSINESS

AIR

TRANSPORTATION

VOL. 23, No. 4

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SPECIAL ANNIVERSARY ISSUE

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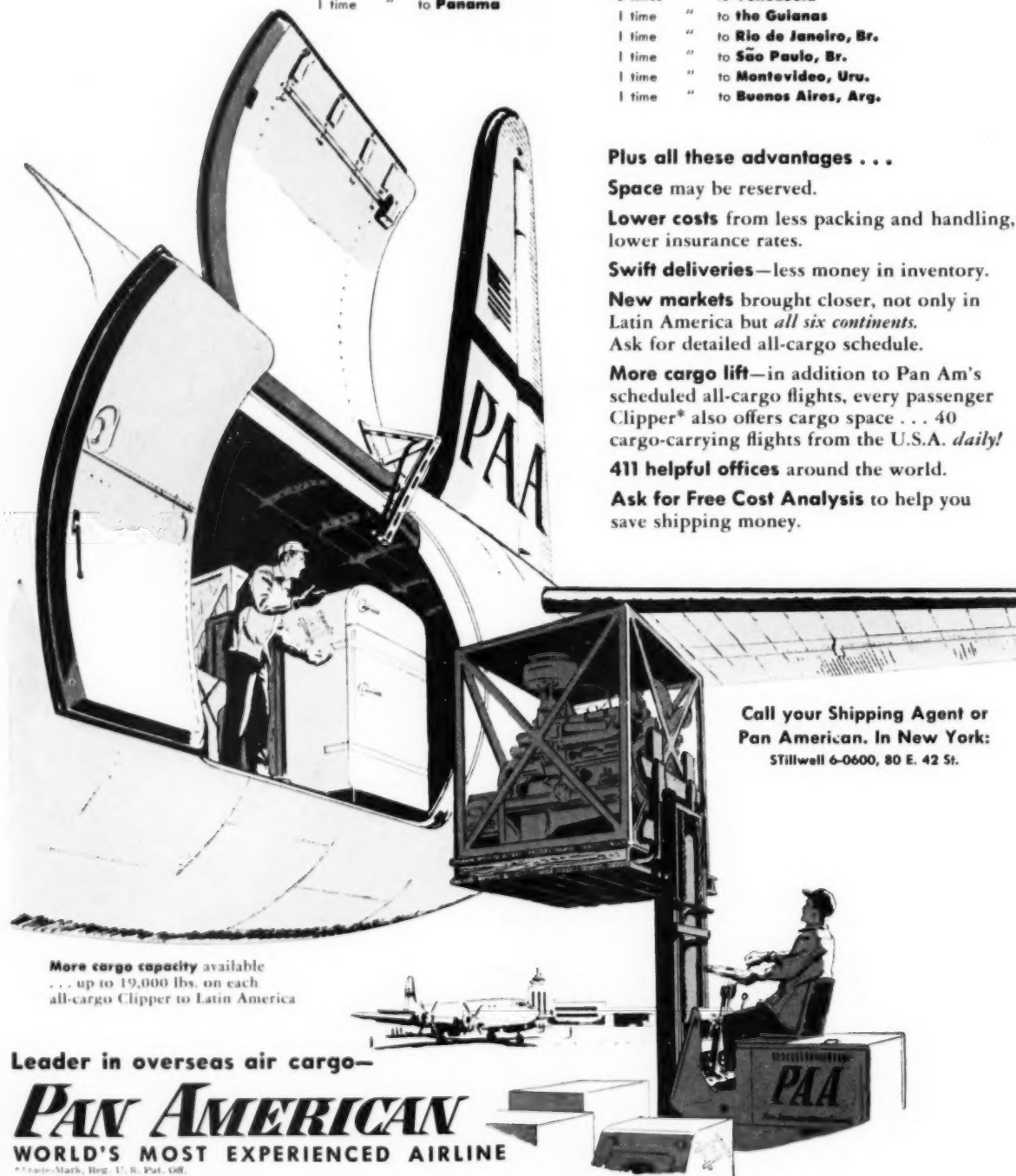
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AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, personnel and business air travel.

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CONTENTS

GUEST CARGO EDITORIAL

- Growth of an Airfreight Airline 5
By Charles H. Vasseur

50TH ANNIVERSARY OF FLIGHT

- Two Anniversaries 6
By Milton A. Caine
Britain's Role in Aviation 7
By Oliver Stewart

STATEMENT

- Report on a Special Airfreight Meeting 8
By Warwick S. Carpenter

AIR CARGO PROFILES

- Palvig of SAS 10

CARGO POD

- Using the Speedpak 27

DEPARTMENTS

- Air Commerce 11
Business Flight 16
Congratulations 14
Facts and Figures 18
Foreign Airmail Postage Rates 32

NEWS

- | | | | |
|----------------------------------|--------|----------------------------|--------|
| Air Express International Agency | 12, 17 | Lufthansa | 11 |
| Air France | 12, 14 | Mine Safety Appliance Co. | 17 |
| Australian National Airways | 17 | Northwest Orient Airlines | 12, 20 |
| British European Airways | 11 | Pacific Airmotive Corp. | 12 |
| Chicago Association of Commerce | 18 | Pan American Grace Airways | 19 |
| Civil Aeronautics Administration | 12 | Pan American World Airways | 14, 20 |
| Civil Aeronautics Board | 19, 20 | Philippine Air Lines | 19 |
| John Church & Associates | 20 | Port of New York Authority | 11 |
| Fairchild Aviation | 12 | Post Office Department | 11, 14 |
| Flying Tiger Line | 11 | Slick Airways | 11 |
| IATA | 19 | Trans-Canada Air Lines | 20 |
| KLM Royal Dutch Airlines | 14 | United Air Lines | 20 |
| La Guardia Airport | 14 | U. S. Air Force | 17 |

ADVERTISING

- | | | | |
|------------------------------------|-----------|----------------------------|-----------|
| Air Express Int'l. Agency | 14 | H. G. Ollendorff | 20 |
| Air France | 29 | Pan American Grace Airways | 31 |
| Peter A. Bernacki, Inc. | 30 | Pan American World Airways | |
| British Overseas Airways Corp. | 18 | | 2nd Cover |
| Consolidated Vultee Aircraft Corp. | | Philippine Air Lines | 17 |
| | 4th Cover | Pitney-Bowes, Inc. | 3rd Cover |
| Delta-C&S Air Lines | 28 | Sabena Belgian Airlines | 12 |
| Douglas Aircraft Co., Inc. | 13 | Talbot, Bird & Co., Inc. | 15 |
| Hotel Fensgate | 28 | Trans World Airlines | 33 |
| Flying Tiger Line | 19 | Universal Air Freight | 34 |
| KLM Royal Dutch Airlines | 20 | Uno Shipping Inc. | 20 |
| National Airlines | 18 | USACuba Service | 14 |



Then...
October, 1942

**Air Transportation first appeared . . .
a New Publication for a New Age**

Now...
October, 1953



AIR TRANSPORTATION

IS STILL

THE WORLD'S ONLY AIR CARGO PUBLICATION

Growth of an Airfreight Airline

by Charles H. Vasseur

New York District Manager, Aerovias Sud Americana

★ ————— ★

ASA INTERNATIONAL AIRLINES, or as it is known by its trade name, Aerovias Sud Americana, was founded and incorporated in the State of Florida in October, 1949. How cold it is to read the bare facts of this incorporation when to know the men, their aims, trials and triumphs is a much warmer experience. This is the story of Aerovias.

Four line captains and an assistant treasurer resigned their positions with one of the larger domestic air cargo carriers and formed ASA for the purpose of establishing an all-cargo airline to give shippers as complete a cargo service as possible. The combined knowledge of aircraft, operations and general business practice pooled in this association equalled or even surpassed any similar group formed for a similar purpose.

V. V. Carmichael, Jr., one of the founders and at present president and general manager, is a graduate of Parks Air College, where he majored in airline operations. He received his pilot's license at 17, later was commissioned in the U.S.A.F. as captain and was awarded the Distinguished Service Cross for his service in the China-Burma-India area in which he completed more than 80 trips across the "Hump". Also a recipient of the Air Medal, Carmichael holds a valid airline transport license, and has logged in excess of 9000 hours aloft. He holds a valid airplane and engine mechanic's rating as well as his other ratings.

Jack Rains, because of his experience in public as well as airline accounting, was appointed treasurer. Paul Dixon and Henry C. Palmer both saw service in the Navy, Dixon in heavier aircraft and Palmer as a carrier fighter pilot. Today Palmer guides the operations of Aerovias; Dixon is in charge of traffic and sales, while to the fourth man, Robert Minor, went the sole responsibility of the upkeep and maintenance of ASA's fleet. Actively engaged in this type work since 1941, Minor's experience rounded out the talents of the group.

With the leasing of three C-47s, and a contract to move 50 jeeps to Havana, Aerovias was on its way. Because of



the complete satisfaction of the consignee, the contract was renewed for the carriage of larger automobiles. This presented the first obstacle.

Larger autos would not fit into a C-47. A C-46 was then obtained, its cargo doors modified, and the contract was completed. Even today the aircraft still have enlarged cargo doors and automobiles, and unusually large or bulky shipments require no special handling.

The fact that northbound cargo would be the key to a profitable operation necessitated our exploring the Cuban market. Tobacco, which had previously been shipped by boat, fruits and vegetables made up the northbound loads. In fact, the records show that during the first year of operation, northbound loads slightly exceeded southbound loads.

Because of the frequency of the flights, a cutback in operations was necessitated in April, 1949. The operation was considered common carriage instead of contract carriage by the CAB. In order to utilize the aircraft and stay in business, longer routes had to be explored.

Service to Guatemala City was then instituted and at the same time, the firm decided to press its application before the CAB for a Certificate of Convenience and Necessity to engage in the transportation of airfreight. Automobiles again played a large part in developing southbound loads, and again northbound loads from existing commodities were explored and developed.

Because of the size and weight and costs, a study made determined that most of the shippers using ASA were using the rail-air method of transportation. However, the study also revealed that shippers were being penalized since the rail-air inland rate to the port of export was higher than the rail-boat rate to the same port. Aerovias instituted a hearing before the Interstate Commerce Commission that was held in January, 1950, and a decision was rendered in December, 1952, equalizing the rates to the port of Tampa, which is co-terminal with St. Petersburg for Aerovias.

Nineteen fifty-two proved to be a big year for the company. In the latter part, Aerovias was awarded its Certificate

(Continued on Page 29)

★ 50TH ANNIVERSARY OF POWERED FLIGHT ★

★ 11TH ANNIVERSARY OF AIR TRANSPORTATION ★



TWO ANNIVERSARIES

By Milton A. Caine, Managing Editor

ICARUS IS A FIGURE in mythology who made himself a set of wings with feathers and wax and soared off into air. According to the legend, he flew so close to the sun that it melted his wings, and he plummeted earthward into the sea. Mythology means many things to different peoples, but this one proves that even from the earliest times, before even recorded history began, man thought of soaring aloft, of flying. Many centuries passed before he was able to fulfill his dream, many odd plans were drawn and odder planes built, and many men lost their lives pursuing this dream, but fulfill it he did. 50 years ago, on the sands of Kitty Hawk.

This year, for one full year, we celebrate that important occasion. This month, another smaller celebration also takes place that bears directly upon the other; this month **AIR TRANSPORTATION** celebrates its eleventh anniversary. Without the growth of aviation, there would be no aviation magazines. Without the utility of aviation, there would be no **AIR TRANSPORTATION** extolling the values of its fastest growing member: air cargo. And without this magazine showing, explaining, illustrating the many ways in which air cargo fits into the modern industrial, commercial and military picture, an important voice would be lost. For even now, after 11 years of fighting for the wider recognition of airfreight, we find we still have much to do. As the only magazine in the world devoted to air cargo, we necessarily become also the only magazine that *sells* air cargo, a task to which we are wholeheartedly dedicated. Thus, in celebrating the

fiftieth anniversary of powered flight, it is not amiss for us to celebrate simultaneously the eleventh anniversary of **AIR TRANSPORTATION**.

THE WORLD'S FIRST successful airplane was a feeble contraption of canvas and wire, as were many of the planes that followed after; it took more courage than common sense to fly them, although they didn't go very far, very high or very fast. The Wright Brothers' plane flew only 120 feet in 12 seconds at a speed of 30 miles per hour; subsequent planes hardly went faster. Planes then didn't appear to have too great a useful value either—the world was just feeling its way around at first with this new toy it had received. The military showed some careful interest in aviation, but stunt flying and exhibition flying seemed to be the best that it could do.

In 1909, Glenn H. Curtiss made his first exhibition flights at the Aeronautic Society's meet at its aerodrome in Morris Park in the first Curtiss plane. These constituted the first airplane flights to take place in New York City, and the aerodrome became the first flying field in the United States. In 1909 also, the first international airmeet was held, at Rheims, and more than one-quarter of a million persons attended. That year, too, Louis Bleriot flew the English Channel.

World War I came, and aviation advanced another step. The war plane evolved, and the only cargo carried consisted of bullets and bombs. But with this evolution, a newer concept of aviation had taken place; aviation as more than a freak or a toy. In 1918, the United States government established its first permanent airmail route. Such things as airlines were forming. Among the earliest of these, and one of the few that is still in existence, was the airline that today is known as Avianca. Back on December 5, 1919,

the company was known as Sociedad Colombo-Aleman de Transportes Aereos—Colombian-Germany Air Transport Company—or SCADTA for short. Today, Avianca is one of the world's busiest carriers of air cargo, chalking up total ton miles at an amazing clip. Not six months later, KLM Royal Dutch Airlines inaugurated its first air service between Amsterdam and London with converted De Havilland DH-9 reconnaissance planes. Today, KLM is one of the world's leading airlines and among the largest carriers of transatlantic airfreight. And mention must also be made of TACA, which contributed so greatly to the growth of aviation and air cargo in those postwar years.

Other companies formed thick and fast in the Twenties as more and more people became airminded. Cargo also formed a part of the expanding picture. In 1925, the Kelly Airmail Act encouraged the formation of the first scheduled airlines in the United States by permitting airmail to be carried by private contractors. Also in 1925, Henry Ford started the first airplane freight line. Ford Air Transport, as it was known, operated two routes out of Detroit, to Cleveland and to Chicago, on regular schedules carrying company freight and airmail. Juan T. Trippe began Colonial Air Transport late that year flying airmail and announcing that "passengers may be carried if there is sufficient demand."

The next year saw the start of several airlines, two of which are still very decidedly with us: Northwest Orient Airlines and Western Air Lines. In 1927, the year that Lindbergh flew to Paris, the Railway Express Agency took to the air. By 1929, TACA, KLM and Deutsche Lufthansa, in Germany, were all operating cargo planes on a considerable scale. In 1930, National

(Continued on Page 29)

Britain's Role In Aviation

by

Oliver Stewart

Editor of "Aeronautics,"
London.

ONE HUNDRED YEARS AGO Britain was more active and inventive in aeronautics than she was 50 years ago when the Wright Brothers, before five witnesses, achieved the first controlled flight by a man-carrying airplane. In view of the zest with which Britain has devoted herself to aviation more recently, especially to the perfection of aircraft powered by gas turbines, it seems curious that the work of Henson and Stringfellow in 1843, and later of Stringfellow alone, should have failed to excite national enthusiasm. Yet it is firmly established that the first power-driven aircraft to make a properly witnessed flight was Stringfellow's model of 1848, which was driven by a steam engine.

After the Wright Brothers had flown in 1903 and had given public demonstrations in France in 1908, Englishmen still showed apathy or opposition to aviators. Sir Alliott Verdon Roe, working on his early triplane, was forced to devote some of his time and energy to dodging the police. When Lord Brabazon was making his first flights, the disbeliever and the practical joker were exceedingly active.

But when the war of 1914-18 was in progress, the aeronautical genius of Britain began to assert itself. Those were the days of the tractor biplane, and Britain's first victory in the Schneider Trophy races was with a small Sopwith float biplane.

First Direct Transatlantic Flight

During most of World War I Britain was using French engines in her aircraft; but some motor-car companies had been developing aero engines of their own, and aero engines made in Britain powered the aircraft (also made in Britain) in which Alcock and Brown made the first direct air crossing of the north Atlantic in 1919. On August 26, 1919, the daily air service

between London and Paris was started, and aircraft and aero-engine makers in Britain turned their energies toward the production of civil aircraft.

There followed a fruitful period. Much valuable work was done; but only two distinctively civil achievements can be recalled here: the first, the production of a successful, robust, easily-handled and cheap light aircraft for private ownership and air touring; the second, the introduction into service on Britain's airways of passenger liners giving a much higher degree of comfort than anything previously conceived. The light airplane was the

THE author of this article, Major Oliver Stewart, besides being editor of *Aeronautics*, is air correspondent also to the *Manchester Guardian*. He has an active flying record that dates from World War I, and has already flown more than 100 types of aircraft.

de Havilland Moth; the airliners were the Short Empire flying-boats and the Handley Page 42 four-engined machines.

The Moth, first with a Cirrus engine

and later with a Gypsy, was the means of introducing thousands of young people to flying. With it, long-distance records were set and flying clubs flourished. Sir Philip Sassoon, then Under-Secretary of State for Air, was able to make the boast that Britain was becoming a "nation of airmen."

What the Moth did for private flying, the flying-boats and the Handley Page 42s were doing for commercial air transport. They were proving that flying could be comfortable and safe. The eight H P 42s operated by Imperial Airways never so much as caused a scratch to a single passenger during the whole of their lengthy period of service.

Schneider Trophy Successes

In the more dramatic field of racing and record breaking, Britain also began to make her mark. The Schneider Trophy Air race for seaplanes had increased in importance, and the United States of America and Italy had participated with success. Britain's first

(Continued on Page 31)



The Comet, Britain's proudest achievement, soon to join the fleet of Pan American World Airways as the markings so proudly display.

REPORT ON A SPECIAL AIRFREIGHT MEETING

to the

American Marketing Association

Southern California Chapter

By *Warwick S. Carpenter*, Director in Charge, Airfreight Project

At long last, airfreight is becoming a reality to many people and to many organizations concerned with commerce and transportation. Everywhere discussions are being held concerning the inevitable growth of airfreight and its meanings to individuals, industries, regions and even to countries as a whole. On the Pacific Coast, for example, there is perhaps no more active a proponent of air cargo than Warwick S. Carpenter, whose report is being reprinted here. This is the basic report, as Carpenter says, and another, to be printed next month, is the regional application of the truths herein reported.

Much that is contained on airfreight in the two papers opens new vistas of thought, "some ideas," as Carpenter says, "that have not heretofore had recognition. In fact they are so new that some people

actually in the industry have questioned their validity. I have never been able to find anywhere in the literature of airfreight a statement that it will facilitate national industrial decentralization. Nevertheless, it not only will do just that, but it is already doing it, and very many cases could be presented to prove it. It is now possible to manufacture in the west for eastern markets simply because airfreight is available for a critical percentage of the output.

"I think one of the best illustrations of the way airfreight facilitates industrial decentralization is in the case of airplane manufacturing in Texas. It was found cheaper and more convenient to ship engines from New England to Texas by airfreight than by surface freight. In other words the Texas operation was *facilitated* in this manner. Apparently people in the industry have never before thought this out, probably be-

cause they have not given sufficient attention to the meaning of the words themselves. Airfreight makes it easier to do many things, and as it becomes enough easier, things formerly impossible become quite possible.

"I should like to call special attention to what I regard as a very important point in these reports, and that is that in planning industrial locations projections must be made for a very long time ahead. It is not enough to look ahead to 1960, which is as far as airfreight projections in figures have yet been thrown. If one is building a factory that will cost \$1,000,000 he wants to throw his plans forward as much as a quarter or a third of a century. He may not be able to do it in actual figures, but if he can do it with imagination and assurance he will plan more wisely. We will see how important this is for the industrial development in the west and also in the south."

THE SOUTHERN CALIFORNIA CHAPTER of the American Marketing Association held a special invitation dinner meeting on February 18, 1953, for the purpose of bringing to public attention and understanding a development in marketing that is of the utmost national and international significance, but that up to this time has failed of adequate appraisal. It seems worth while to make this report of the meeting to all other AMA chapters and to some other organizations with related interests, because they may wish to hold similar meetings.

The announcement that was sent with invitations to a selected list of non-members of AMA stated the subject of the meeting to be Airfreight. At the

meeting itself the significance of airfreight as a vital new factor on social and economic levels was amplified. Technical details of packaging, costs and all the other shipping factors that have heretofore held the stage in airfreight discussions were largely avoided. For probably the first time the presentation of airfreight was shifted to social and economic values, to national and regional developments and to international relations. The following comments will indicate why and how this was done.

Fiftieth Anniversary of Powered Flight

The meeting was given timeliness as one of the nation-wide celebrations of

the Wright brothers' flight at Kittyhawk in December, 1903, the fiftieth anniversary of which is now being celebrated for an entire year by meetings in all parts of the United States. The Chapter announced its February meeting as one of those observances. This was specially appropriate because Southern California, including San Diego, is the nation's largest center of the aircraft industry.

AirFreight—Revolutionary Marketing Facility

The meeting was conducted on the theme that in airfreight we have indeed a revolutionary facility. It is the first fundamental innovation in the

transport of goods since the invention of the wheel. Except for water transport, goods throughout historic time have moved on wheels, when not on the backs of animals and men, and improvements in land transport have involved chiefly the application of power to the wheels. In airfreight wheels are abandoned, except for take-off and landing, or even entirely with catapults and flying boats. This innovation is so recent that some of its most revolutionary implications are believed to have been expressed for the first time at this meeting.

A large chart behind the speaker's table indicated the appropriateness of airfreight for an AMA meeting with the following words:

BASIC MARKETING FUNCTIONS

- 1—Buying 3—Transportation
2—Selling 4—Storage

It was pointed out that these four functions are defined by practically all authorities as fundamental to marketing, and that other functions are to facilitate them. To be bought and sold, goods must be in the right place at the right time. This makes transportation a primary marketing facility. But transport of goods has always been slow, so storage has developed to complete the dual advantages of place and time utility. Now with every part of the country only as far away as tomorrow morning, and with any spot on the globe only a few days distant, a veritable revolution is beginning in the long established relations of transportation and storage to buying and selling. This has social, economic and political repercussions of great importance on the local, regional, national and international scales. Because airfreight is only about six years old, its influence has only begun to be felt and is still generally unrecognized.

The effect of airfreight in speeding national decentralization of industry, which is of great importance for national security, was probably brought out for the first time at this meeting. It is an idea that should be given the widest possible dissemination. It is in the public interest to do this. The top management of industry should keep it in the forefront of long range planning. Factories that formerly could not be located far from large and dense markets may now be dispersed because of this new marketing facility. Communities that during the last third of a century have thought only of air passenger terminals must now add airfreight terminals to their community



WARWICK S. CARPENTER has been active in western advertising for the last 26 years, first as Pacific Coast Manager of the Quality Group, Country Life, American Home and other publications. His original research in the travel field in connection with Harper's Magazine and others of the Quality Group is well known in western travel circles.

He has been Pacific Coast Manager of Sales Management for more than 18 years and his market analysis in that capacity is as broad as western marketing. He has been on the marketing research committee of the Advertising Association of the West since 1943 and has contributed chapters to all research reports of the Association.

Carpenter began his advertising work in 1903 as business manager of Columbia Spectator, the Student daily at Columbia University. After several years as a free lance writer of magazine articles and books, and the editing of Journal of the Outdoor Life, he went into conservation work in the New York State Conservation Department.

He is a member of the Explorers Club, Camp Fire Club of America, Society of American Foresters and American Association for the Advancement of Science. Recently Carpenter has been given the annual award for Leadership in Marketing, by the Southern California Chapter of The American Marketing Association.

planning. When we look back to the position of air passenger transport in the 1920-30 decade and realize that airfreight is only in that initial stage, and then measure the future of airfreight by the stupendous advances in passenger transport, it becomes apparent how necessary it is for both industrial top management and communities to key their planning to this new facility.

That regional development will be greatly speeded by airfreight is a corollary of the fact that airfreight will facilitate national industrial decentrali-

zation. There is much evidence that this is already under way. Small communities distant from big markets have long been resigned to the idea that they could not have even small industry and must rely on local produce and local trade or at best the shipment of raw materials. For them the barriers are being lifted. Airfreight will follow on the heels of the passenger service that both trunk and local service (feeder) airlines have established and are continuing to extend. Small communities have pools of labor that can be used by small industries. The advantages of uncongested working and living conditions, if they can be had without loss of quick access to markets and supply, are very great. In some instances even larger industry will locate in undeveloped places. The proof is in cases that can already be cited and in the constructive imagination that can see where this trend must lead. Nothing more has stood in the way of the greater prosperity of these places in the past than the handicaps of distance and time, both of which are being obliterated.

Quick transport of both persons and goods is breaking down sectionalism in the United States. It is obvious in air passenger transportation. When airfreight has helped to bring about a more even distribution of industry, with a greater leveling of prosperity, the result will be a greater social and economic homogeneity than at any other time in American history. It is also clear that the entire world is involved in the benefits already developing from this revolutionary marketing facility. There are no distant places today. The world is becoming more homogeneous. In international airfreight, however, foreign airlines are taking the lead from this country. This aspect of airfreight should receive more attention in the United States.

Airfreight Is Not Competitive With Surface Freight

Always in the past new developments in the transport of goods have been at the expense of older, established methods. Canals and highways were mutually competitive systems. Railroads displaced both for long hauls. Trucks took business from railroads. In contrast with those changes, it is a paradox of airfreight that from the broad viewpoint it is non-competitive with surface transportation. With an individual shipment it is of course competitive. Nevertheless, because it is facilitating dispersion of industry and

(Concluded on Page 31)

AIR CARGO PROFILES . . .

★ *Palvig of SAS* ★

ANKER PALVIG, who has taken over the position vacated recently by John Church as United States Cargo Sales Manager for the Scandinavian Airlines System, is a man with considerable knowledge of transportation and cargo, all of it gained from first-hand experience. Years ago he had served in the Merchant Marine of three nations and, immediately afterwards, spent six years in New York as assistant district sales manager in charge of cargo for SAS.

Palvig is a tall man, over six feet in height, soft-spoken, friendly, and a firm believer in the future of air cargo. Born in Copenhagen in 1919, he has retained a trace of his Danish accent as he has retained also the straight, light brown hair and light blue eyes of the typical Scandinavian, of the type, in fact, who long ago had settled in the midwest portions of the United States. Beginning his career with cargo as a merchant sailor is also typical of the traditional Scandinavian love of the sea (the world's first truly great navigators were Scandinavian), which love, however, has been supplanted by his love of air transportation. As Palvig smilingly admits, "I would not have switched if I didn't like aviation more." He went from the sea straight to SAS as the most logical airline for his background and nationality.

Palvig started his career with the Danish Merchant Marine, transferred to the English Merchant Marine during World War II and afterwards to the American, working for the Standard Oil Company. During those years at sea, when he sailed around the world and became intimately connected with cargo and its attendant problems and requirements, he moved gradually from fourth to third to second mate, respectively, before joining SAS and settling at last into his new, plush office on Fifth Avenue in New York City.

"Settling," however, might not be the proper word in connection with his new

responsibilities as cargo sales manager. Cargo itself, especially air cargo, is far too active a field to permit settling in any manner for any length of time—there is far too much to do, too many factors: competition, rate reductions and the like, that require immediate and constant attention. Air cargo is a growing field, and one has to be constantly alerted in order to grow with it. If he has "settled" himself in his new office, he has also immersed himself in a constant round of cargo activities of which, by now, he has acquired a full working knowledge.

At present, Palvig's duties in connection with airfreight have put him in charge of all cargo sales in North America, including 11 districts throughout the United States. Some of these, to be sure, combine passenger and cargo activities, but nevertheless they are in Palvig's domain, his responsibility and his concern. In New York itself, he works with a crew of six men, half of which also concern themselves with passenger sales and the other half only with cargo.

In New York, Palvig says, it is not difficult to convince shippers to use air cargo. "New York has been screened pretty thoroughly by all the carriers in the area," he maintains. "It is not too difficult to convince industry to switch from surface shipping to air transportation. They have all been educated. There is little to be done." It is the regions outside of New York, he adds, that require greater effort and more salesmanship than they have been given up to now. Coverage by the air carriers in these regions "has not," Palvig feels, "been adequate."

The education of shippers and of industry to the advantages of airfreight is by now a fairly simple process involving little more than a reiteration of the well-known, time-tested facts themselves: the irrefutable facts that airfreight saves time and money, is faster,



expands markets and constantly reaches new ones.

Palvig's emphasis, in his approach to shippers, is on speed, simply because speed is the factor that brings the other advantages into direct play. Speed carries supplies to the consumer in a matter of hours; speed eliminates the need for extensive warehousing and reduces warehousing costs; speed, furthermore, keeps production costs down to a minimum level. Palvig and his crew stress the Direct Distribution Plan whereby supply meets demand in as short a time interval as possible. The advantages of airfreight are self-evident, and virtually sell themselves.

With each airline combing the market and greater stress being put by each on air cargo, SAS surprised the entire industry recently by eliminating its all-cargo service across the Atlantic. The reason for this somewhat spectacular move was, the airline officially stated, "economical." Both the fact and the statement appeared to indicate that air cargo was coming upon bad times, and gave some people within the industry cause to stop and consider and some others, perhaps, indigestion. The move

(Continued on Page 34)

FOR
REAL
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USE
AIR
CARGO

VOL. 23

OCTOBER, 1953

No. 4

Wants Denial of Rate Boosts For Charter Plane Services

WASHINGTON, D. C.—Robert P. Anderson, Navy Secretary, requested that the Civil Aeronautics Board withhold the increases in C-46 plane charter rates that both The Flying Tiger Line and Slick Airways have requested. The increases, which would up the plane-mile rate for C-46 charters of 1000 or more miles to 93 cents, would, according to Anderson, 'adversely affect' the Defense Department and are under "no circumstances, revenue or otherwise," justifiable. The current rate for FTL is 73.9 cents and for Slick 77 cents.

Both airlines have also asked the CAB for an increase of about 15% in their air-freight rates, Slick claiming in its petition that justifiable rate increases have been blocked for more than a year by American Airlines. Although, at this writing, the Board had not decided in this matter, Slick also urged it to show cause why minimum rates, set over four years ago, should not be increased. If granted, the new rates go into effect October 1.

As to the merger of the two all-cargo carriers, approved by the stockholders of each, the CAB has again been requested, by its attorneys this time, to reject the proposal. In a brief filed with the hearing examiner, Bureau Counsel Francis H. McAdams stated that the applicants "have not sustained the burden of proof" that this merger would be in the public interest. Rather than stimulate air cargo development, as both Slick and FTL felt their merger would do, McAdams felt that it would substantially decrease competition and result in "unfair discrimination" against the latter's stockholders. A merger, he maintained, would not bring an "integrated and coordinated system" nor result in a substantial improvement in the profit situation. Similar arguments were made by both American and United Air Lines in their opposition to the proposed merger.

West German Line To Fly Soon Keeps Pre-War Name: Lufthansa

BONN, GERMANY—Somewhat put off from its original intention of instituting services in the spring of this year, Germany's commercial airline is, nevertheless, rapidly approaching the start of its operations. While the exact date as yet has not been given, either the fall of this year or the spring of 1954 appear to be the most likely dates, probably the latter.

The future West German Airways, which most definitely will carry on the name Lufthansa, after the pre-war airline, will begin its operations with a fleet of eight aircraft flying over 12,500 miles on two Atlantic routes.

Airlines Increase Service

NEW YORK—An increase from four to ten flights per week to Caracas, Venezuela, is now, since the beginning of September, being flown by Pan American World Airways. Also since the beginning of September, PAA is using its newest equipment in its service to Curacao, NWI. The aforementioned service to Caracas connects with the carrier's flights to Maracaibo, Barranquilla and Panama City.

Similarly, Trans World Airlines is currently offering new direct, nonstop service by *Constellation* between Las Vegas and San Francisco. Flying time is now two hours between the cities, just half of what it had been before.

In addition to these, direct one-plane service, for the first time in airline history, claims United Air Lines, is available between the Pacific Northwest and the Southwest. This was made possible by the interchange operations begun by UAL with Continental Airlines and Braniff International Airways. DC-6s are being used to connect Seattle-Tacoma and Portland with Tulsa and Wichita through the Denver gateway. Oklahoma City, Dallas and Fort Worth, Houston, Boise and Salt Lake City also figure in the new service.

First-Class Mail To Fly? P.O. Seeks Favorable Rate

WASHINGTON, DC—Fast on the heels of Rep. Harold C. Hagen's report that airmail can more economically be moved at airfreight rather than subsidy rates (AIR TRANSPORTATION, September, 1953), comes word from Assistant Postmaster General John C. Allen that regular coast-to-coast first-class mail may be soon moving by air. Allen, who is transportation boss of the Post Office Department, wants to ship first-class mail between the nation's larger cities by air at no increase in rates to the public. This mail would not go as regular airmail, which moves on the first available plane, but instead would be allowed to accumulate so that it can arrive at its destination for morning delivery. Thus, mail moving as regular freight would be only slightly delayed, compared with airmail, but would cost considerably less as far as the taxpayer is concerned.

To set the plan going, the Post Office is seeking a first-class rate that falls below the airmail rate. While the airlines in general are not too enthusiastic about this plan, several of them have proffered figures for consideration. On the whole, a rate of 25 cents per ton-mile appears to be the most likely figure as far as the carriers are concerned—this would mean a saving over current rates of between \$1600 and \$4000 on every 7.5 ton transcontinental haul.

However, the Post Office is not too keen on this figure, preferring a price closer to the 11 cents per ton-mile that is the current contract rate for military mail. The lower rate will certainly increase payloads, but whether it is feasible still remains to be seen.

BEA Flies Salmon First

LONDON—For its initial helicopter service recently started between this city and Birmingham, British European Airways carried a cargo of salmon on its Bristol type 171 Mark 3a. On the return flight, a cargo of auto parts and spares was carried.

of 24 aircraft had been planned for the airline, but these could not be realized owing to the fact that the American credit Germany had been trying to obtain was not realized. Instead, one-third of the original number will comprise the starting fleet, half of the eight being *Super Constellations* and the other half *Convairs*. These will be delivered in time for Lufthansa to begin its operations according to the new schedule.

Begins 2-Way Air Cargo Traffic; Includes Phila. and Mexico City

NEW YORK—Including Mexico City for the first time and one new U. S. origin point, Philadelphia, into its newly inaugurated two-way airfreight service are two of the major features in the new tariff revisions filed by Air Express International Agency. This new service also merges the agency's expedited and regular service into a single 'Expedited' foreign air cargo service that, according to President Charles L. Gallo, "gives AEIA customers a two-way transatlantic service for the first time in forwarding and air custom brokerage history."

Mexico City is but one of seven points that have been included by AEIA into its new provisions; the other six being Kingston, Ciudad Trujillo, Port-au-Prince, Port of Spain, St. Thomas and Djakarta.

The addition of Philadelphia, where the agency opened new facilities, "attests," as Gallo claims, "the growing importance of the Delaware Valley area in foreign trade, and gives AEIA another gateway point in its ring of offices and terminals around the periphery of the United States for expeditious handling of foreign air cargo." The company's new rates to 95 world destinations are contained in its International Memorandum Tariff No. 6, obtainable from the company itself. The additions were made to mark another step in the firm's expansion program now being stepped up on the strength of the rapidly growing airfreight volume.

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Takes Over New Facilities

HAGERSTOWN, MD.—C-119 Flying Boxcar production has been moved into new manufacturing facilities as part of a recent \$9,000,000 plant expansion program. About \$7,000,000 of the total was furnished by the U. S. Air Force, the largest single user of these famous cargo planes, and the rest was put up by Fairchild. The entire program was carried out without interruption in production schedules for the famous transports.

According to the manufacturer, the C-119 can now deliver a complete 50-bed field hospital just about wherever and whenever it is needed. This was demonstrated when medical facilities were dismantled, flown 900 miles, reassembled and rendered operable in just 10 hours. The tent hospital was knocked down in South Carolina, taken by helicopter to the waiting C-119 and set down again at Oklahoma.

Object to CAA Proposal

WASHINGTON, DC—Opposition to the Civil Aeronautics Administration's excessively detailed and even conservative approach to future jet transportation certification requirements has come from the aircraft industry as a whole and was voiced through the Aircraft Industries' Association. Objection was taken, according to the AIA, to the CAA's statement recently issued entitled, "Proposed CAA Policies for the Certification of Turbine-Powered Transports." The industry protested that it does not have the people or time needed for a complete rebuttal to each of the 85 items listed by the CAA, and asked that these be broken down by the government agency into a collection of requirements peculiar to turbine-powered transports only.

3 More Comets Ordered

PARIS—A repeat order has been placed with the de Havilland Aircraft Company by Air France for Comet aircraft. Now operating Comet 1A's, with jet turbines, from this city towards the Far East, the carrier has recently signed a contract for three Comet 2s, which, according to the manufacturer, will be delivered early in 1955. The new transports will be three feet longer than those currently in operation and will take a heavier payload. The airline has expressed further interest in the Comet 3.

NWA Expands Schedule

ST. PAUL—Increased loads have prompted Northwest Orient Airlines to add a third weekly round trip flight between Minneapolis-St. Paul and Edmonton, Alberta, Canada. Flights are now scheduled for Mondays, Wednesdays and Fridays from the Twin Cities.

Further expansion of its schedule were requested by the airline, which has applied to the CAB for approval of flights into both Pusan and Seoul. This would be part of its broad program to increase its Korean service as the only American flag airline serving that country. At present, the airline operates three flights weekly into Pusan.

Freight Planes Modified

BURBANK—Modification and the overhauling of an undisclosed number of C-54s for the Air Force was already started by the Pacific Airmotive Corporation here. The new contract, calling for certain changes on the famous freight transports, comes to approximately \$5,000,000, and is the fourth such contract to be awarded PAC by the Air Force. Upon completion of the work, the planes will be delivered to Military Air Transport Command, Alaskan Air Command, the Far Eastern Air Forces and Troop Carrier Command.

Similarly, the Air Force has awarded Boeing Airplane Company a contract to equip two of its C-97 Strato-freighters as service test airplanes for Pratt & Whitney's new T34 turbine-propeller engines. These, according to Boeing, will provide the freight transports with almost 63% more power, and will decrease the planes' empty weight by about 5000 pounds each.

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Chgo.-Paris Service Begun

CHICAGO—For the first time, according to Henri J. Lesieur, general manager of Air France, direct, round-the-year-service is being offered from this city through Montreal to Paris. Coincident with the start of this service was the carrier's opening of a cargo office here designed for the convenience of shippers in the midwest to whom this new service means faster shipping. With Air France joining these two great cities in year-round operations, the midwest is more securely tied to the great industrial as well as cultural centers of Europe. Beginning this new service from Chicago was a further step, Lesieur revealed, of an overall plan to increase Air France's commercial network in the United States.

Experiments with Nylon

WASHINGTON, DC—Airmail went fashionable for 30 days while flown on four principal routes across the nation. During the month of August, the mail was transported in a new type nylon bag, which weighs six and one-half ounces less than the cotton bag now in use. With this lower weight, the bag, if adopted, can save the Post Office Department about one million dollars per year. Further savings in weight were made by the use of light weight paper, snap collars instead of the leather collars now in use, and new address-label holders made of lightweight aluminum magnesium. These holders provide a more legible address and cut expenses caused by misdirected mail.

As of the early part of September, according to Acting Postmaster John H. Sheehan, airmail service was extended to the cities of Pittsburgh, Chanute and Wichita, Kansas, and to Kamuela, Hawaii.

Rate Savings Start Soon

NEW YORK—Having stated last spring that it will institute a reduction in air cargo rates in order to stimulate two-way trade across the Atlantic, Pan American World Airways has set November 15 as the date in which the reduced rates will go into effect. According to Willis G. Lipscomb, the new rates will effect a 45% saving for large shipments. Similar rates, he pointed out, have been proved practical and desirable in Latin American operations. As low-cost tourist fares have stimulated traffic, so too will reduced freight rates, he said.

AIR TRANSPORTATION Congratulates

EASTERN AIR LINES: The elections, which took place at a special meeting of the firm's board of directors, put Capt. Eddie Rickenbacker into the position of chairman. He still retains his position as chief executive officer, however, as well as general manager. The new president is Thomas F. Armstrong, who has been with EAL since 1923, having started as an apprentice bookkeeper. Thomas E. Creighton is the new treasurer, and Floyd Farley is the new secretary. The former has been with the carrier 16 years, and the latter 20 years.

Pacific Northern Airlines: Dean W. Nevins has been appointed to the position of manager of tariffs and schedules. He began his career in aviation 10 years ago, starting with Western Air Lines in Los Angeles. In his new capacity, he is responsible for the publication of all tariffs with government agencies and for a continuing program as well of research pertaining to rates, fares and rules covering the moving of persons and property. Another promotion within the airline, announced by A. G. Woodley, concerns the appointment of John A. Cunningham as vice president-operations. In 1952, Cunningham served as president of the Operations Conference of the Air Transport Association, and prior to joining PNA had been with Mid-Continent Airlines until its merger with Braniff.

Transport Air Group: This organization, devoted to air cargo and air cargo carriers, feels itself fortunate in having secured the services of William C. Burt as counsel. Burt is well known in the aviation industry. For a number of years he had been connected with the Civil Aeronautics Board, and at one time had been chief of the Rates Division of the Bureau of Law. As public counsel on the Airfreight Minimum Rate Case, Burt gained a thorough understanding of the

rapidly growing airfreight industry, which understanding, plus his familiarity with airlift and airfreight operators' activities, he now puts to excellent use. His special knowledge, for instance, was invaluable in the preparation of material submitted a short time ago to the Post Office Department for the carriage of first class mail by air.

Trans World Airlines: After a brief stay with the Hughes Tool Company as vice president, A. V. Leslie has returned to the airline as vice president-finance and treasurer. His former position with TWA was that of vice president-treasurer prior to his joining the tool firm. His financial experience, the airline claims, dates as far back as 1929.

KLM Uses Sacks for Fish

NEW YORK—A plastic sack is now being used by KLM Royal Dutch Airlines for shipping live fish via airfreight in place of the glass or metal tank previously used. According to Alvin E. Levenson, the carrier's cargo manager, American Division, the plastic sack weighs less than one pound, holds three gallons of water plus a special solution to absorb carbon dioxide and can carry as many as 2000 tropical fish for 15 hours. These, of course, represent definite advantages over tanks previously used, and are less expensive to shippers.

Handling Problem Solved

NEW YORK—When three gigantic generators, each weighing 8500 pounds, arrived at La Guardia airport here aboard two DC-6As, they presented a handling problem of staggering proportions. However, two days of planning and just over three hours of work did the job nicely. For this particular operation, a highlift truck, supported by two forklifts, did the heavy work while a third forklift pulled a drag line. Inside the planes, the generators were mounted on rollers, rolled to the doors and then pulled out onto the truck. A block and tackle hitched to the bulky cargo snubbed the loads to keep them under control. Once on the truck, each generator was lowered gently to the truck chassis. The equipment had flown here from San Francisco for the Army Engineers.

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JUNEAU

To Juneau, capital of Alaska, the bearded prospectors, the dance hall girls and gamblers, even the gleaming yellow nuggets are relics of the past. Now a modern city, it boasts extensive lumber exports and a thriving tourist trade. Today's adventurers find a sporty golf course, spectacular ski slopes and gorgeous scenery.

The \$1,000,000 Territorial Building houses one of the world's best museums. And the city's social headquarters, the

modern Baronof Hotel, has interesting murals of old Alaskan legends on the walls of its Bubble Room.

Although no roads lead to Juneau, it can easily be reached by boat or plane. During the past year, 296 ships—184 American Flag and 112 Canadian vessels—called at the port. Actually only about two dozen ships were involved but their repeated calls gave excellent service to this historic port.

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By Frank R. Brine, Jr.

Safest Office . . .

• In answer to the requests of many businessmen that the aviation industry produce a plane that stands somewhere between the large four-engined airliners used by large corporations and the small light planes, are the new twin-engined, four-to-six place aircraft currently put out by Grumman, Ryan, Beechcraft and Piper. The planes, an Apache, Widgeon, Aero-Commander, Twin Navion and Twin Bonanza, are all powered by Lycoming 150 or 260 hp engines. The emphasis is on safety; all of them can land or fly on one engine alone, if necessary.

Conversion . . .

• After 19 months of engineering and construction work, a Douglas A-26 was converted into a pressurized-cabin, executive transport for The Brown Paper Mill of Monroe, Louisiana. Pressurization equipment to provide a 7,000-foot cabin altitude while at a plane altitude of 17,500 feet was installed, as were new engines, with Hamilton Standard reversible propellers to increase speed and range. According to Brown Paper, the plane will be used as an executive transport between the United States and properties in Uruguay. Fully reclining seats, picture windows and an observation dome make the plane an executive's delight.

Air Pickup . . .

• Soon after a Flying Tiger Line freight plane landed at San Francisco, a Cessna 170 taxied up to it and took two packages from the larger plane. The Cessna belonged to the California Turkey Growers' Association, and the packages consisted of polyethylene bags into which turkeys, killed and defeathered, were soon to be packed. This is known as making the most of air cargo transportation.

More Convenience . . .

• Semi-private accommodations for business groups are now available in the forward compartments of the DC-6Bs flown by United Air Lines. Up above the clouds, businessmen can hold their conferences removed from the other travelers and disturbed by no one except, perhaps, the stewardess bringing coffee or meals. Groups from three to eight persons can thus be accommodated.

More Transports . . .

• The fourth executive Douglas B-23 transport has been sold by Wold Associates to and from prominent American firms. The plane had been sold for Lehman Brothers, New York investment bankers, to the H. K. Porter Company of Pittsburgh. The other three went to the General Electric Company, General Tire & Rubber Company and the Celanese Corporation. There are in all about two dozen B-23s that have been converted into executive planes. Wold has also sold four Douglas B-26s to the French Government, executive versions, of course.

Business as Usual . . .

• The 29 year old flying president of the Permatex Company and former World War fighter-bomber pilot, C. A. Benoit, Jr., doesn't waste a minute of his time, even when flying his own corporate plane to dealer and customer appointments. He keeps close touch with his home office by dictating the next day's business memos on a specially adapted recorder. Thus, he can still get around to the automotive, aviation and industrial fields he contacts and keep up with his office work.

Port Authority Backs Both UAL and NWA

NEW YORK—Exercising its legal right to promote and protect commerce in the New York-New Jersey Port District, the Port of New York Authority filed a brief requesting the Civil Aeronautics Board to consider concurrently the applications of two airlines to provide greater express-type service between this area and the Pacific Northwest. The two companies involved are United Air Lines and Northwest Orient Airlines, both of which, separately, wish to improve service between the two areas. In presenting its brief, the Authority is seeking approval for both applications.

In its application, United Air Lines requested permission to provide one-stop, and eventually non-stop, service between the Port District and Portland and Seattle. This would eliminate its stops on this route at Chicago and either Denver or Salt Lake City. On the other hand, NWA asked to be allowed to use Chicago as an intermediate traffic point. Approval by the CAB would give the two areas the single-plane express-type air service they need. In the event that the CAB decides against granting both applications, however, the Port Authority has urged that UAL's application be given approval.

AEIA Lists Lower Rates

NEW YORK—Now available to export shippers is Air Express International Agency's new folder entitled, "Amazing Air Rate Savings." The brochure, specifying new savings up to 30% on 100-1100 pound air shipments, compares AEIA rates with those of other airlines serving a large number of South American cities, and also supplies readers with a description of the functions of an international airfreight forwarder, including documentation, expediting, and door-to-door service. Copies of the folder may be obtained from the agency in New York.

It's the C-99 Now

SAN ANTONIO—After five years of "test" operations, the Air Force finally removed the experimental designation "X" from its famous XC-99, world's largest land plane. On its first transatlantic hop under the new designation, the Convair-built transport lifted 61,000 pounds of vital air cargo and 23 passengers. The plane flew from Kelly Air Force Base to Europe via Bermuda and the Azores.

On its return trip, the giant cargo plane carried 60,000 pounds of engines for repairs. Both flights smashed every international cargo record in existence for a single haul. They opened "new frontiers," as Maj. Gen. Clements McMullen said, "in heavy airlift business." Furthermore, they constituted "dramatic proof that small, crack units of United States fighting forces can be beefed up in hours any place in the world." These flights proved that the C-99 has long-range mobility.

There'll be a special edition of
AIR TRANSPORTATION
for November

ANA Bristols Fly Bulls

MELBOURNE—In three days, two Bristol Freighters belonging to Australian National Airways recently flew 31 stud shorthorn bulls from Melbourne, Wagga and Dubbo to a cattle sale at Brunette Downs in the Northern Territory, thus carrying out Australia's biggest livestock air-lift to date. The operation covered a distance of 14,000 miles and was initiated in an effort to improve the quality of stock in the Brunette Downs area, which has suffered from a series of recent droughts. Two trips were made by the Bristols as they flew a total of over 34,600 pounds of livestock. All of the bulls made the trip with no ill effects.

Rescue Equipment Flown

PITTSBURGH—In response to a telephone call from their Mexico City office, the Mine Safety Appliances Company in Pittsburgh recently flew more than 2½ tons of rescue equipment to Mexico to aid in recovery and fire fighting operations at a silver and zinc mine 130 miles west of the Mexican capital. Flown in the company's DC-6 captained by MSA's pilot, Myron Nicholson, the equipment, including gas masks, breathing apparatus and Carbon Monoxide Testers, reached its destination in a matter of hours.

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Mr. A. Tee Presents FACTS and FIGURES

ALLEGHENY AIRLINES: Net profit for its fiscal year ended June 30, 1953, came to \$72,109. With the figure of the previous fiscal year showing a loss of \$142,537, things appear to be looking up for this carrier. Its improved condition was achieved, the airline claims, during the second half of this period, and company officials now anticipate the most successful year in its history.

British European Airways: Revenue totaled \$1,344,000, showing a clear profit of \$200,000 for the first 2000 hours of scheduled service flown by BEA's turbo-prop Viscounts. This amounts to approximately \$95 per flying hour, and results from a 73% load factor.

Colonial Airlines: For only the first six months of this year, the carrier can show a net profit of \$200,799, which contrasts beautifully with the net loss of \$374,969 for the same period last year. This improvement, according to the President Branch T. Dykes, was accomplished in spite of a reduction in mail pay subsidy for the period. For the 12 month period ended in June, a profit was made of \$389,000, again a vast improvement

over the loss of \$317,000 for the like period in 1952. These impressive gains were attributed by Dykes to an aggressive sales and development program the airline has embarked on.

Continental Air Lines: Net income for the first six months of this year showed an impressive \$1,040,204 on the books. The same period 12 months earlier showed a net income of only \$88,940, proving that 1953 is a good year for this company too. This gain was made despite the fact that operation costs had also gone up in the interval. Ton miles of airfreight flown went up 7.2%, somewhat higher than the 6.7% gain recorded for the number of passengers carried.

Northwest Orient Airlines: Express ton miles flown increased by as much as 8.2% during the month of July while mail ton miles also increased, by as much as 9.5%, that same month. For the first seven months of this year, the reported net income amounted to \$685,475, an impressive figure after the loss reported for the like period in 1952 of \$247,180, after an income tax adjustment.

Pacific Northern Airlines: Substantial increases are reported in all categories of traffic for July of this year. Most impressive of all was the gain of 101% in the number of air cargo ton miles flown. This was followed by a gain of 42% for mail ton miles, and 38% for passenger miles. From these figures, it appears needless to say that air cargo is showing the greatest vitality. Its volume for July represented the fourth consecutive month that an all-time high had been established in air cargo traffic for PNA.

Seaboard & Western Airlines: In its commercial and military transoceanic operations for June, the carrier chalked up a gain of 23%. This was only for the month of June when 742,689 revenue miles were flown in a total of 3768 hours. In June also, S&W made its 4214th ocean crossing.

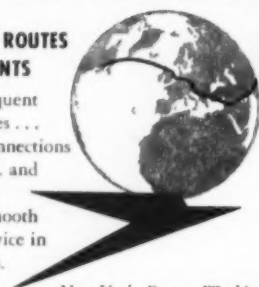
United Air Lines: The first six months of the year proved to be the carrier's best in all its history. Net earnings after taxes came to \$3,727,453 (\$3,129,875 for the like period last year). Gains were shown in all its categories of traffic, save airmail, with airfreight and air express ton miles moving up 13% and passenger figures going just 1% higher for just the second half of this period. For the full six months, air express ton miles were up 26.5%, passenger miles 14% and airfreight ton miles 8%.

Western Air Lines: June's revenue of \$2,057,826 became the highest made for any month in the company's 28 year history. Net income for the month increased 64% over that of the previous June, and net income for the full six months of the year, after taxes, came to \$356,567. All considered, air transportation is hitting another peak year.

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Add New Airfreight Guide

CHICAGO—As a result of the rapid growth of airfreight during the past decade, an increase from 12 million ton-miles in 1939 to 378 ton-miles in 1951, a new section has been added to the "Express and Parcel Post Guide" published by the Chicago Association of Commerce and Industry as an aid to shippers. The new Air Freight Guide contains listings of all airfreight services, rates, rules, regulations and charges applicable from Chicago, and is part of the "Way to Ship" service begun in 1906 by the association in an effort to speed the delivery of less-than-carload merchandise.

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May Approve Merger

NEW YORK—From reliable, albeit unofficial sources, has come word that the Civil Aeronautic Board in Washington has voted to approve the merger of Eastern Air Lines and Colonial Airlines. Formal opinion and the signing by the Board members are still lacking to make the vote official, and White House approval is also necessary.

Oral argument in the case was heard the latter part of July, and the vote taken privately soon after. Some dissent was noted, and a side issue—the CAB-instituted look into a possible merger between Colonial and National, and the latter's claim that EAL had "illegal prior control" of Colonial—was noted. It is expected that the decision from the White House will be rendered this fall.

IATA Reports Gains

LONDON—International air traffic transactions in the IATA Clearing House during June amounted to \$20,798,900. For the same month in 1952, the total had read \$18,225,000; the two sets of figures indicating that air transportation is becoming increasingly active. IATA (the International Air Transport Association) further reported that for the first six months of 1953—its seventh year of operation—turnover in the Clearance House totaled \$108,969,000, compared with \$100,435,000 for the like period in 1952.

Panagra Stresses Savings

WASHINGTON, DC—In a statement made to the Civil Aeronautics Board here, Andrew B. Shea, president of Pan American-Greece Airways (Panagra) declared that in the event that the carrier is permitted to interchange with Eastern Air Lines between Miami, Washington and New York, the result would be a savings of about \$5,000,000 to the government. In addition to this, he declared, it would provide a needed service between this country and the west coast of South America. Should approval be granted, through service by Panagra aircraft would be possible over the routes of EAL between the three cities listed above.

PAL Gets Stock Interest

MANILA—According to the president of Philippine Air Lines, Col. Andres Soriano, that company will shortly acquire a substantial stock interest in a Spanish airline known as Aviacion y Comercio. The arrangement has already been approved by PAL's board of directors and Aviaco's, and will become fully effective upon ratification by the respective governments. This marks the first time, said Col. Soriano, that Pal will enter into a direct participation of another airline's activities. Aviaco will receive four DC-3 aircraft from PAL and spare parts for use on its domestic system in exchange for its stock interest, once arrangements have been completed. Receipt of its new Convair 340s freed PAL's DC-3s for use by Aviaco.

Besides this, PAL ordered a Hiller 12B helicopter to determine the advisability of using such craft in its domestic operations. A. Soriano and Company, which manages the airline, has been granted sales rights from the manufacturer in the Philippines and Formosa.

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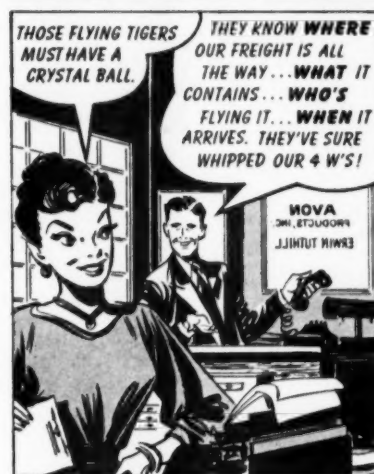
Erwin Tuthill, Traffic Mgr., Avon Products, Inc., New York, reports on the famed Flying Tiger Advance Manifest System...



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Flies Emergency Loads

ST. PAUL—Emergency medical supplies and drugs, constituting the first of such shipments sent to post-war Korea, was flown to Pusan aboard a Northwest Orient Airlines transport. This shipment represented the first of a series totaling 20,000 pounds donated by E. R. Squibb & Sons. Among those who were on hand to witness the loading of this initial load of 480 pounds of medicines were NWA's sales vice president, James Mariner, General James A. Van Fleet and Cardinal Spellman.

The carrier also featured in an emergency operation recently when it helped aid the flood victims on the Japanese island of Kyushu. In its several flights from Tokyo to Fukuoka, the airline flew in 14,200 pounds of food, clothing and medical supplies. In addition to these NWA flew more than one ton of canned milk, baby food and diapers from Minneapolis to Pusan.

NWA, incidentally, is expecting to acquire four new DC-6Bs through lease from The Flying Tiger Line. These planes, to be used on flights from the Northwest to Honolulu, are not yet off Douglas Aircraft's assembly line. Three will be delivered in the late fall, the last next spring.

New TCA Services Start

MONTREAL—Service will begin shortly from eastern Canada to Mexico as a result of the recent signing of a bilateral air transport agreement between the two nations. Trans-Canada Air Lines is operating this service, having already inaugurated another, from Vancouver to Mexico City, the latter part of September.

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Flies Nonstop Service

MIAMI—Exceeding by 400 miles the distance from New York to Los Angeles is the new route Pan American World Airways flies nonstop between Caracas and Rio de Janeiro. The flight, 2878 miles long, cuts across mid-Brazil and is a segment of the carrier's New York to Buenos Aires route. The nonstop service eliminates Belem (which is served by a tourist flight now) and thereby also eliminates one hour and 20 minutes from the flight time. This, reported Pan Am, is the first nonstop service to be flown between the two cities, and total flying time is 25 hours.

PAA also boasted a new speed record for the 359 mile flight between Medellin and Panama City, which was made in just one hour and 15 minutes. Fully 22 minutes were cut from the previous record.

Kennel Cargo Improving

CHICAGO—Rather than the airfreight business going to the dogs, as some predicted years ago it would, the dogs, it appears, have gone to the airfreight business instead. At least, United Air Lines reported a boom in terms of a huge upsurge in the flying of all kinds of dogs. For example, a total of 3861 dogs were flown by UAL within the first six months of this year as opposed to the 1901 dogs flown in the same period last year. According to the company's manager of cargo sales, E. L. Dare, much of the increase in this traffic reflects the growing popularity of the Tuttle Kennel UAL employs for the care and feeding of its canine charges.

UAL, which in September added Scottsbluff, Nebraska, to its system, is currently training several Continental Air Lines employees in advance of the forthcoming interchange of DC-6s by United, Continental and Braniff. This interchange will signify the start of direct, one-plane cargo, mail and passenger service between the Southwest and the Pacific Northwest.

Airfreight Rates Reduced

LOS ANGELES—Permission was obtained from the Civil Aeronautics Board for a reduction in airfreight rates on women's dress accessories, said Frank M. Burg, district manager in this city. The new low rates, he said, would give local clothiers a competitive advantage in east coast markets. These represent a cut of 28% on such items as scarves, gloves, lace and lace products.

Reductions on flower shipments from this point to the midwest and east coast are now also available at substantial savings for air shippers. These, commented Burg, were established to assist west coast flower growers and shippers to expand their sales in the highly competitive markets listed above. Rate reductions on flower shipments to New York by as much as 32% have been listed, to Chicago 27%, to Detroit 28%, and to Boston 30%. It is quite possible, Burg said, that rate cuts for other commodities will be made available in the near future.

Begins New Business

NEW YORK—Having terminated a successful career as cargo sales manager with Scandinavian Airlines System, John Church has set up his own airlines traffic and sales advisory service. Not a large firm as yet, John Church and Associates, as the business is known, draws on a wide range of experience that covers the commercial airlines field rather thoroughly, from flight operations cost studies and estimates to market surveys and sales organization planning. "We are not confining ourselves to airlines, however," said Church, "we are at the moment working closely with an international airfreight forwarders, and expect to take on some insurance work, and IATA cargo sales agency work, as well." The firm is, of course, located in this city.

WAL Dropped from Plans

WASHINGTON, DC—Plans for the proposed merger of Western Air Lines with either Alaska Airlines, Pacific Northern or both were dropped by the Civil Aeronautics Board. With Western out of the picture, the CAB has now to determine whether it would be in the public interest to merge the other two if their operating authority is extended past the present expiration date of December 31, 1953. As yet, no date has been set for the hearing.

HAT Joins IATA

LONDON—Newest member of the International Air Transport Association is the British independent carrier, Hunting Air Transport, the first independent to become a member. Prior to joining IATA, the airline expanded its scheduled operations considerably. Besides its usual services in cooperation with Airwork of London to East and Central Africa, the airline operates, or will soon operate, services from Newcastle to various points in England, Scotland and the Continent.



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International Airline Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transshipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note). Shippers are warned, however, that these rates are subject to change. All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart. Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage	MEM—Memphis
BAL—Baltimore	MEX—Mexico City
BOR—Bangor, Me.	MIA—Miami
BUJ—Beaumont, Tex.	MKE—Milwaukee
BOS—Boston	MPS—Minneapolis-St. Paul
BRO—Brownsville, Tex.	MOB—Mobile
BTW—Burlington, Vt.	UL—Montreal
CHS—Charleston, S. C.	MSY—New Orleans
CHI—Chicago	LGA—New York (La Guardia)
CLE—Cleveland	IDL—New York (Idlewild)
CRP—Corpus Christi, Tex.	ENR—Newark
CTB—Cut Bank, Mont.	ORF—Norfolk
DAL—Dallas	NLD—Nuevo Laredo, Mex.
DEN—Denver	OAK—Oakland, Calif.
YIP—Detroit	OMA—Omaha, Nebr.
DLH—Duluth	PUK—Paducah, Ky.
ELD—El Dorado, Ark.	PIA—Peoria, Ill.
ELP—El Paso	PHL—Philadelphia
EVV—Evansville, Ind.	PIT—Pittsburgh
FWA—Fort Wayne, Ind.	PDX—Portland, Ore.
FTW—Fort Worth	PVD—Providence
GFK—Grand Forks, N. D.	QY—Sydney, N. S.
GRW—Greenwood, Miss.	STL—St. Louis
BOL—Hartford	SLC—Salt Lake City
HAV—Havana	SAT—San Antonio
HOT—Hot Springs, Ark.	SFO—San Francisco
HOU—Houston	SAV—Savannah
HNL—Honolulu	SEA—Seattle
IND—Indianapolis	SHV—Shreveport, La.
JAN—Jackson, Miss.	GEG—Spokane, Wash.
JAX—Jacksonville	SGF—Springfield, Mo.
MKC—Kansas City, Mo.	TPA—Tampa
KIN—Kingston, Jam.	HUF—Terre Haute, Ind.
LRO—Laredo	TOL—Toledo, Ohio
LIT—Little Rock, Ark.	YTO—Toronto, Ont.
LAX—Los Angeles	VR—Vancouver, B. C.
	DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AE—Aerovias Ecuatorianas
AF—Air France
AL—Aerolineas Argentinas
AV—Aviana
B—British International Airways
BC—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
C—Colonial Airlines
DC—Delta-C. & S. Air Lines

E—Eastern Air Lines
EA—Expresso Aereo Interamericano
EL—ELAL (Israel Airlines)
K—KLM Royal Dutch Airlines
L—Lineas Aereas Mexicanas (LAMSA)
LA—Lineas Aereas Costarricenses (LACSA)
LI—Lineas Aereas Italiane (Italian Airlines)
LV—Lineas Aeropostal Venezolana
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
PH—Philippine Air Lines
R—Riddle Aviation Co.
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seaboard & Western Airlines
SR—Swissair
TA—TACA International Air Lines
T—Trans-Canada Air Lines
TL—Transoceanic Air Lines
TW—Trans World Airlines
UL—United Air Lines
W—Western Air Lines

SPECIAL NOTES

COMMODITY RATES: Apply to airlines.
AF: Valuation charge is applicable only on shipments equal to or more than \$7.48 per pound.
K: Valuation charge is only on shipments with a declared valuation in excess of \$7.48 per lb.
L: Shipments of less than 22 lbs. are sent air express.
P: Valuation charge is only on shipments with a declared valuation in excess of \$7.48 per lb.
PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.
SW: Special rates for shipments of 1000 lbs. and over.
T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.
TC: Cheaper "deferred" rate available. Contact airline direct.

RATE SYMBOLS

* This involves onward carriage by another airline.
 ** Per \$100 (Canadian Currency) value, pro-rata.
 † Minimum charge for this shipment is that for 25 lbs.
 ‡ Rate of 25 lbs. or less.
 § Minimum weight 50 lbs.
 ¶ Minimum charge per shipment \$3.00.
 ** Minimum charge per shipment \$4.00.
 †† Minimum charge per shipment \$7.00.
 ‡ Minimum charge per shipment \$5.00.
 ‡‡ Daily freighter service.
 tm Truck to Miami.
 c Canadian Currency.

Destination	Airport and Airline	(Un-der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Abidjan, Ivory Coast	IDL AF	1.73	1.30	.25	T,Th,Sa
Abo, Finland	IDL SS	1.33	1.00	.25	Dly
Acera, Br. Gold Coast	BOS P	1.73	1.30	.25	Su,Th
"	BOS BO	1.71	1.28	.25	Th,Sa
"	IDL BO	1.73	1.30	.25	Dly
"	IDL AF	1.73	1.30	.25	W
"	BOS AF	1.71	1.28	.25	T
Addis Ababa, Ethiopia	IDL BO	2.19	1.64	.25	Dly
Aden, Aden	IDL BO	2.19	1.64	.25	Th,Sa
Ajaccio, Corsica	IDL AF	1.27	.94	.30	M,W
"	BOS AF	1.25	.94	.30	T
Alberville, Belgian Congo	IDL S	2.03	1.52	.25	Dly
Alexandria, Egypt	IDL LI	1.64	1.23	.25	W
Algiers, Algeria	IDL TW	1.33	1.00	.25	Th
"	IDL AF	1.33	1.00	.25	Dly
"	BOS AF	1.32	.99	.25	T,Sa
"	BOS TW	1.32	.99	.25	Th
"	CHI TW	1.42	1.06	.25	Th
"	PHL TW	1.36	1.02	.25	Th
"	MKG TW	1.45	1.11	.25	Th
"	LAX TW	1.61	1.22	.25	W
Aleppo, Syria	IDL AF	1.76	1.32	.25	T,Th,Sa
"	BOS AF	1.75	1.31	.25	Sa
Amsterdam, Neth.	IDL S	1.17	.88	.20	Dly
"	IDL BO	1.17	.88	.20	Dly
"	BOS BO	1.15	.86	.20	Th,Sa

Destination	Airport and Airline	(Un-der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Amsterdam, Cont'd	MIA BO	1.28	.98	.20	W,Sa
"	IDL P	1.17	.88	.20	M,F,Sa
"	BOS P	1.15	.86	.20	Sa
"	IDL SS	1.17	.88	.20	Dly
"	IDL SR	1.17	.88	.20	Su,T,W,F,Sa
"	IDL AF	1.17	.88	.20	Dly
"	BOS AF	1.15	.86	.20	T,Sa
"	IDL K	1.17	.88	.20	Dly
"	UL K	1.12	.84	.22	F,Sa,W
Anchorage, Alaska	SEA NW	.23	.17	.16	Dly
"	MSP NW	.41	.31	.15	Dly
Antigua, B.W.I.	IDL P	.34	.24	.15	Su,W
"	MIA P	.25	.18	.15	Su,W
"	MIA BO	.25	.18	.15	W,Sa
"	IDL BO	.34	.24	.15	M,W,Sa
Antilla, Cuba	MIA P	.20	.10	.15	Dly
Antofagasta, Chile	MIA P	1.13	.61	.20	Sa,W,Th
"	MSY P	1.19	.68	.20	Su,F
"	HOU P	1.22	.71	.25	Th,F
"	BRO P	1.22	.71	.25	T,W,Th
"	LAX P	1.35	.85	.25	W,F
Araquaj, Brazil	IDL P	1.54	1.54	.25	Dly except M
"	MIA P	1.25	1.25	.28	T,Th,Sa
"	MSY P	1.53	1.53	.25	M,F
"	HOU P	1.68	1.68	.25	M,F
"	BRO P	1.60	1.60	.25	T,Th
"	LAX P	1.90	1.90	.25	M,W,F
Arecibo, P. R.	MIA R	.12	.10	.10	Dly
"	LGA R	.20	.17	.17	Dly

Destination	Airport and Airline	(Un-der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Arequipa, Peru	MIA P	1.00	.83	.20	Su,M,T,W
"	MSY P	1.06	.60	.30	M
"	HOU P	1.09	.63	.20	Sa,Su,M,T
"	BRO P	1.09	.63	.20	Sa,M,T
"	LAX P	1.22	.77	.30	M,W
Arica, Chile	MIA P	1.06	.67	.20	T
"	MSY P	1.12	.64	.20	T
"	HOU P	1.15	.67	.20	M
"	BRO P	1.15	.67	.20	M
"	LAX P	1.28	.81	.20	M
Armenia, Colombia	MIA AV	.38	.28	.15	M,T,W,F,Su
Aruba, N.W.I.	MIA K	.30	.22	.15	Dly
"	UL K	.45	.35	.15	M,F,W
Asmara, Eritrea	IDL BO	2.04	1.53	.25	Dly
"	BOS BO	2.02	1.52	.25	Dly
Asuncion, Paraguay	BRO B	1.50	1.12	.25	M,F
"	CHI B	1.50	1.13	.25	M,F
"	CRP B	1.49	1.12	.25	M,F
"	DAL B	1.50	1.13	.25	M,F
"	FTW B	1.50	1.13	.25	M,F
"	HOU B	1.49	1.12	.25	M,F
"	LRD B	1.55	1.16	.25	M,F
"	MIA B	1.39	1.04	.25	M,F
"	SAT B	1.50	1.13	.25	M,F
Athens, Greece	IDL LI	1.59	1.19	.25	M,W,F
"	IDL BO	1.61	1.21	.25	Dly
"	MIA BO	1.72	1.25	.25	Dly
"	BOS HO	1.60	1.19	.25	Dly
"	IDL AF	1.51	1.21	.25	W,Th
"	BOS AF	1.59	1.19	.25	T
"	IDL K	1.61	1.21	.20	W,F
"	UL K	1.56	1.17	.25	W,F
"	IDL EL	1.61	1.21	.25	T,Sa
"	IDL SR	1.61	1.21	.25	T,Sa
"	IDL TW	1.61	1.21	.25	M,W,Th,Sa
"	BOS TW	1.59	1.19	.25	M,W,Th,Sa
"	CHI TW	1.58	1.27	.25	M,W,Th,Sa
"	PHL TW	1.63	1.22	.25	M,W,Th,Sa
"	YIP TW	1.65	1.25	.25	Sa
"	MKG TW	1.72	1.32	.25	M,W,Th,Sa
"	LAX TW	1.89	1.42	.25	Sa
"	IDL S	1.61	1.21	.25	Dly
"	IDL SR	1.61	1.21	.25	Su,T,W,F,Sa
"	IDL SW	1.28	1.03	.20	Dly
Auckland, N. Z.	LAX P	2.03	1.52	.25	Su,Th
"	SFO P	2.03	1.52	.25	Su,Th
"	PDX P	2.03	1.52	.25	Su,Th
"	SEA P	2.03	1.52	.25	Su,Th
"	SFO BC	2.03	1.52	.25	F
"	HNL BC	1.39	1.04	.20	F
"	VR BC	2.03	1.52	.25	F
"	BOS BO	3.84	2.88	.25	Th,Sa
"	IDL BO	3.86	2.89	.25	Dly
Baghdad, Iraq	IDL BO	1.89	1.42	.25	Th,Sa
"	BOS BO	1.87	1.41	.25	Th,Sa
"	IDL K	1.85	1.42	.25	W,Sa
"	UL K	1.85	1.39	.25	W
Bahia, Brazil (See San Salvador)					
Bahrain, Arabia	IDL BO	2.00	1.50	.25	Dly
"	BOS BO	1.98	1.48	.25	W,Sa
Bakwanga, Bel. Con.	IDL S	2.03	1.52	.25	Dly
Bahoa, Canal Zone	MIA P	.39	.10	.30	Dly except W
"	MSY P	.45	.25	.20	Dly
"	HOU P	.48	.29	.20	Dly
"	BRO P	.48	.29	.20	Dly except Su
"	LAX P	.61	.43	.30	M,W,F
Bamako, Fr. W. Afr.	IDL AF	1.73	1.30	.25	Th
"	BOS AF	1.71	1.28	.25	T
Bangkok, Siam	IDL P	2.78	2.08	.25	M,T,Th
"	PDX P	2.70	2.03	.25	M,Sa
"	SEA P	2.70	2.03	.25	M,Sa
"	LAX P	2.70	2.03	.25	M,W
"	BOS P	2.76	2.07	.25	M,Th,T
"	SFO P	2.70	2.03	.25	M,F,Sa
"	IDL SS	2.78	2.08	.25	M,F,Sa
"	IDL AF	2.78	2.08	.25	Th
"	BOS AF	2.76	2.07	.25	T
"	IDL BO	2.78	2.08	.25	Dly
"	BOS BO	2.76	2.07	.25	Dly
"	IDL K	2.78	2.08	.25	Th,Sa
"	UL K	2.74	2.05	.27	Su,W,F
Bangui, Fr. Eq. Afr.	IDL S	2.03	1.52	.25	Dly
"	IDL AF	2.03	1.52	.25	T,F
"	BOS AF	2.01	1.51	.25	T
Ban'ville, Bel. Con.	IDL S	2.03	1.52	.25	Dly
Baracoa, Cuba	MIA P	.18	.12	.05	Dly
Barbados, B.W.I.	IDL BO	.44	.29	.15	Dly
"	MIA BO	.33	.23	.15	W,Sa
Barcelona, Spain	IDL AF	1.27	.95	.25	M,T,Th
"	BOS AF	1.25	.93	.25	T
"	IDL S	1.27	.95	.25	Dly
"	IDL P	1.27	.95	.20	M
"	BOS P	1.25	.93	.20	M
"	IDL SR	1.27	.95	.25	Su,T,W,F,Sa
"	IDL BO	1.27	.95	.25	Dly
"	MIA BO	1.38	1.05	.20	W,Sa
"	BOS BO	1.25	.93	.20	Th,Sa

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport Airlines	Per Lb. (100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport Airlines	Per Lb. (100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport Airlines	Per Lb. (100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Barranquilla, Venezuela	MIA K	.41	.31	.15	W,F,M	Bombay, India	IDL BO	2.37	1.78	.25	Dly	Catania, Italy	IDL LI	1.35	.96	.25	Dly
"	IDL K	.56	.42	.15	W,F,M	"	IDL BO	1.22	.91	.25	Dly	Cayenne	IDL P	.70	.42	.15	F
"	IDL K	.81	.65	.15	W,F,M	"	MIA BO	2.46	1.88	.25	W,Sa	Fr. Guiana	MIA P	.63	.36	.15	Th
"	CHI DC	.62	.35	.15	Dly	"	BOS BO	2.35	1.76	.25	Th,Sa	"	MSY P	.70	.43	.15	T
"	YIP DC	.62	.35	.15	Dly	"	CHI TW	2.45	1.84	.25	Su,T,F	"	HOU P	.73	.46	.15	T
"	HOU DC	.49	.34	.15	Dly	"	IDL TW	2.37	1.78	.25	Su,T,F	"	BRO P	.73	.46	.15	T
"	MEM DC	.49	.32	.15	Dly	"	BOS TW	2.35	1.76	.25	Su,T,F	"	LAX P	.87	.60	.20	W
"	MSY DC	.45	.30	.15	Dly	"	MKT TW	2.39	1.80	.25	Su,T,F	Cayo Mambi, Cuba	MIA P	.18	.12	.05	Dly
Barranca, Hermosillo, Col.	MIA P	.54	.28	.15	Dly	"	LAX TW	2.65	2.00	.25	Sa,M,Th	Chetumal, Mexico	MIA P	.33	.16	.15	Su,T,Th
"	IDL P	.64	.37	.15	Sa,Th	Bonaire, N.W.I.	MIA K	.30	.22	.15	Dly	"	BRO P	.31	.21	.15	T,Th
"	MSY P	.60	.35	.15	Dly ex. M,F	Bordeaux, France	IDL AF	1.22	.91	.25	Dly ex. Sa,W	"	LAX P	.47	.36	.15	M,W,F
"	HOU P	.60	.35	.15	Dly	"	BOS AF	1.20	.90	.20	Sa	Chihuahua, Chih., Mex.	ELP L	.10	.08	.25	Dly
"	BRO P	.63	.38	.15	Dly except Su	Brasaville, Fr. Eq. Af.	IDL AF	2.03	1.52	.25	W,Sa	Christiansand, Norway	IDL K	1.24	.93	.20	Dly except Sa
"	LAX P	.77	.52	.15	M,Th,Sa	"	BOS AF	2.01	1.51	.25	W,Sa	"	UL K	1.20	.90	.20	Su,W,F
Barranquilla, Col.	MIA AV	.39	.19	.20	Dly ex. Th,Sa	"	IDL K	2.03	1.52	.25	T,Sa	"	IDL SS	1.24	.93	.25	Dly
"	IDL AV	.49	.28	.20	Dly	"	UL K	1.99	1.49	.25	F	C. del Carmen, Mexico	MIA P	.31	.16	.15	Sa,Su,T,Th
"	MSY P	.45	.26	.20	M,F	Bremen, Germany	IDL SS	1.24	.93	.25	Dly	Ciudad Juarez, Chih., Mex.	MSY P	.27	.16	.15	Sa,Su,T,Th
"	HOU P	.48	.29	.20	Su,T,Th	"	IDL P	1.24	.93	.20	M,Th,Sa	"	MEX L	.30	.14	.25	Dly
"	BRO P	.48	.29	.20	T,Th	"	BOS P	1.22	.91	.20	Sa	Ciudad Trujillo, D. R.	IDL P	.25	.21	.05	Dly
"	LAX P	.62	.43	.20	M,W,F	Bridgetown, Barbados	UL T	.49	.37	.15	**W	"	MIA P	.15	.12	.05	Dly
"	MIA K	.39	.29	.15	Su,W,F,M	Brussels, Aust.	IDL AF	3.44	2.20	.25	Sa	"	CHI DC	.28	.24	.12	Sa
"	UL K	.49	.37	.15	M,W,F,SU	"	BOS AF	3.42	2.57	.25	Sa	"	YIP DC	.37	.23	.12	Sa
Basseterre, St. Kitts	IDL S	2.03	1.52	.25	Dly	Brussels, Belgium	IDL S	1.17	.88	.30	Dly except W	"	HOU DC	.25	.22	.12	Sa
Batavia, Indonesia	IDL BO	1.24	.93	.25	Su,T,W,F,Sa	"	BOS P	1.17	.88	.30	Su,T	"	MEM DC	.26	.21	.12	Sa
Batavia, Switzerland	IDL BO	1.24	.93	.25	Dly	"	IDL SW	.92	.73	.20	.....	"	MIA K	.15	.12	.15	Sa
Batavia, Iraq	BOS BO	1.22	.92	.20	Th,Sa	"	IDL SS	1.17	.88	.30	Dly	Cochabamba, Bolivia	MIA P	1.13	.68	.15	M,W,Th
"	UL K	1.89	1.42	.25	F	"	IDL AF	1.17	.88	.30	Dly	"	MSY P	1.19	.68	.15	Sa,M,Th
"	MIA BO	2.05	1.56	.25	W,Sa	"	IDL AF	1.17	.88	.30	Dly	"	HOU P	1.22	.71	.15	Sa,Su,T,W
"	BOS BO	1.91	1.44	.25	Th,Sa	"	UL K	1.12	.84	.30	W,F,Sa	"	BRO P	1.22	.71	.15	Sa,Su,T,W
"	IDL BO	1.93	1.45	.25	Dly	Bucaramanga, Colombia	MIA AV	.54	.28	.15	Dly ex. Th,Sa	"	LAX P	1.35	.85	.15	M,W
"	IDL TW	1.93	1.45	.25	F	"	IDL AV	.64	.37	.15	Dly	Cologne, Germany	IDL S	1.21	.91	.20	Dly
"	PHL TW	1.95	1.46	.25	F	"	HOU P	.63	.38	.15	Dly	Colombia, Any Des- tination other than those named herein	MIA AV	.65	.32	.15	M,T,W,F,Su
"	CHI TW	2.01	1.51	.25	F	Buenos Aires, Argentina	LAX P	.77	.52	.15	M,W,F	"	MSY P	.71	.39	.15	Dly except W
"	MKT TW	2.04	1.56	.25	F	"	IDL P	1.54	.89	.25	Dly except M	"	HOU P	.74	.42	.15	Dly except W
"	LAX TW	2.21	1.66	.25	Th	"	MSY P	1.53	.89	.25	M,F	"	BRO P	.74	.42	.15	Dly except W
"	IDL SW	1.89	1.42	.25	Su,T,W,F,Sa	"	HOU P	1.56	.93	.25	Su,W,Th	Colombo, Ceylon	LAX P	.88	.56	.20	M,W,F
"	IDL P	1.93	1.45	.25	F	"	BRO P	1.56	.93	.25	Su,W,Th	"	IDL BO	2.51	1.89	.25	Dly
"	BOS P	1.91	1.44	.25	F	"	LAX P	1.69	1.07	.25	W,F	"	BOS BO	2.49	1.87	.25	Th,Sa
Bastia, Corsica	IDL AF	1.27	.94	.20	Dly	"	BRO B	1.56	.93	.25	M,W,F	"	CHI TW	2.59	1.99	.25	Su,T
"	BOS AF	1.25	.94	.20	T,Sa	"	CRP B	1.56	.93	.25	M,W,F	"	LAX TW	2.79	2.19	.25	Su,T
Bayamo, Cuba	MIA P	.10	.06	.05	Dly	"	DAL B	1.59	1.00	.25	M,W,F	"	PHL TW	2.53	.90	.25	Su,T
Beirut, Lebanon	IDL AF	1.72	.29	.25	Sa,Su,M,T,Th	"	HOU B	1.56	.93	.25	M,W,F	"	MKT TW	2.62	.20	.25	Sa,T
"	BOS AF	1.79	.27	.25	T,Sa	"	LRD B	1.61	.91	.25	M,W,F	Conakry, Fr. W. Af.	IDL AF	1.66	1.17	.20	Sa
"	IDL SS	1.72	.29	.25	M,W	"	SAT B	1.56	.93	.25	M,W,F	"	BOS AF	1.54	1.16	.20	Sa
"	IDL P	1.68	.26	.25	M,W	Bulawayo, S. Rhodesia	IDL BO	2.03	1.52	.25	Dly	"	MIA P	1.16	.63	.20	M,Th
"	IDL K	1.72	.29	.20	Sa,Su,M,T,F	"	MIA BO	2.15	1.63	.25	W,Sa	"	MSY P	1.22	.70	.25	M,Th
"	UL K	1.68	.26	.25	F,Su	"	BOS BO	2.01	1.51	.25	Th,Sa	"	HOU P	1.25	.73	.25	Su,W
"	IDL BO	1.72	.29	.25	Dly	Caigari, Italy	IDL LI	1.46	1.09	.25	Dly except Su	"	BRO P	1.25	.73	.25	Su,W
"	MIA BO	1.84	.39	.25	W,Sa	Calabar, Cuba	MIA P	1.14	.09	.05	Dly	"	LAX P	1.39	.87	.25	M
"	BOS BO	1.72	.29	.25	Th,Sa	Cairo, Egypt	IDL S	1.72	.29	.25	Dly	Copenhagen, Den.	IDL SS	1.24	.93	.25	Dly
"	UL BO	1.68	.26	.25	M,W,F,Sa	"	IDL BO	1.72	.29	.25	Dly	"	IDL S	1.24	.93	.25	Dly
Belem, Brazil	IDL P	.94	.68	.20	Su,W,F	"	MIA BO	1.84	.39	.25	W,Sa	"	IDL SR	1.24	.93	.25	Su,T,W,F,Sa
"	MIA P	.89	.61	.20	Th,Sa	"	BOS BO	1.70	.27	.25	Th,Sa	"	IDL K	1.25	.94	.20	Dly
"	MSY P	1.28	.81	.25	F	"	IDL AF	1.72	.29	.25	Su,W,Th,F	"	UL K	1.24	.93	.20	F,Su,W
"	HOU P	1.38	.85	.25	T,Th	"	BOS AF	1.70	.27	.25	Sa,T	"	BOS P	1.22	.73	.25	Su,T
"	BRO P	1.30	.81	.25	T,Th	"	IDL LI	1.72	.29	.25	F	"	IDL P	1.24	.93	.20	Su,T
"	LAX P	1.56	.96	.25	W,F	"	IDL K	1.72	.29	.25	T,W,Th,F	Coquilhatville, Belgian Congo	IDL S	2.03	1.52	.25	Dly except W
"	IDL AL	.94	.68	.20	Dly	"	UL K	1.68	.26	.25	W,F	Costermanville, Belgian Congo	IDL S	2.03	1.52	.25	Dly except W
Belfast, N. Ireland	IDL BO	1.07	.80	.20	Dly	"	IDL SS	1.72	.29	.25	W,F	Conakry, Fr. W. Af.	IDL AF	1.73	1.30	.25	Sa,T
"	MIA BO	1.19	.91	.20	W,Sa	"	IDL TW	1.72	.29	.25	Dly	"	BOS AF	1.71	1.28	.25	Sa,T
"	BOS BO	1.06	.79	.20	Th,Sa	"	BOS TW	1.70	.27	.25	Th,Sa	Cristobal, Canal Zone	MIA P	.41	.21	.15	Dly
Belgrade, Yugoslavia	IDL SR	1.82	1.14	.25	Su,T,W,F,Sa	"	CHI TW	1.69	1.35	.25	Dly	"	MSY P	.47	.28	.15	Dly except W
"	IDL BO	1.82	1.14	.25	Dly	"	LAX TW	2.00	1.51	.25	Dly	"	HOU P	.50	.31	.15	Dly
"	BOS BO	1.80	1.12	.25	Th,Sa	"	PHL TW	1.74	1.31	.25	Dly	"	BRO P	.50	.31	.15	Dly except Su
Belise, Br. Hond.	MSY TA	.33	.17	....	F,T	"	MKT TW	1.93	1.40	.25	Dly	"	LAX P	.63	.45	.15	M,W,F
"	MEX TA	.33	.17	....	F,T	Calcutta, India	IDL P	2.49	1.87	.25	T,Th	Cuenca, Ecuador	MIA P	.54	.28	.15	Su,T,Th,F
"	IDL BO	.41	.23	.15	F,Sa,Su	"	BOS P	2.47	1.86	.25	T,Th	"	IDL P	.64	.37	.25	Su,T,Th,F
"	MIA BO	.38	.24	.15	W,Sa	"	SEK P	2.94	2.21	.25	M,W	"	MSY P	.60	.35	.15	Sa,M,W
Bello-Horizonte, Brazil	IDL P	1.64	1.04	.25	Dly except M	"	SFO P	2.94	2.21	.25	M	"	HOU P	.63	.38	.15	Sa,M,W
"	MIA P	1.44	1.44	.25	T,Th,Sa	"	LAX P	2.94	2.21	.25	M,W	"	BRO P	.63	.38	.15	Dly except Su
"	MSY P	1.56	1.56	.25	M,F	"	IDL SS	2.49	1.87	.25	M	Curacao, N.W.I.	IDL P	.40	.31	.20	M,W,Sa
"	HOU P	1.77	1.77	.25	M,F	"	IDL K	2.49	1.87	.25	T,Th,Sa	"	MIA P	.30	.22	.20	Su,M,W,F
"	BRO P	1.69	1.69	.25	T,Th	"	UL K	2.45	1.84	.25	Su	"	IDL K	.40	.31	.15	Dly
"	LAX P	1.90	1.90	....	M,W,F	"	BOS BO	2.49	1.87	.25	W,F,Sa	"	UL K	.45	.35	.15	M,W,F
Berlin, Germany	IDL BO	1.39	.98	.20	Dly	"	IDL AF	2.49	1.87	.25	Sa,Su,M,T,Th	Curitiba, Brazil	IDL P	1.68	1.68	.25	Dly except M
"	BOS BO	1.28	.96	.25	W,Sa	"	BOS AF	2.47	1.86	.25	T,Sa	"	MIA P	1.46	1.46	.25	T,Th,Sa
"	IDL AF	1.30	.98	.25	Dly except F	Calgary, Alb.	LGA T	.33	.28	.10	Dly	"	MSY P	1.60	1.60	.25	M,F
"	BOS AF	1.28	.96	.20	T,Sa	Cal, Colombia	MIA P	.54	.28	.20	Dly	"	HOU P	1.83	1.83	.25	T,Th,Su
"	BOS P	1.16	.87	.20	Dly	"	IDL AV	.64	.37	.20	Dly ex. Th,Sa	"	BRO P	1.75	1.75	.25	T,Th
"	IDL P	1.30	.98	.25	Dly	"	MSY P	.60	.35	.20	Dly ex. Th,Sa	"	LAX P	2.08	1.58	.25	M,W,F
Bermuda	LGA C	.20	.15	.10	Dly	"	MIA AV	.54	.28	.20	M,T,W,F,Su	Dacca, Pakistan	IDL BO	2.54	1.91	.25	Dly
"	DCA C	.15	.10	.10	Sa,M	"	HOU P	.63	.38	.20	Dly	"	BOS BO	2.52	1.89	.25	W,Sa
"	IDL P	.20	.10	.05	Dly	"	LAX P	.76	.52	.20	M,W,F	Dakar, Senegal, F. W. Africa	IDL P	1.39	1.04	.25	Su,Th
"	BOS P	.20	.10	.05	Dly	Camaguey, Cuba	MIA P	.12	.06	.025	Dly	"	BOS P	1.37	1.03	.25	Th
"	YTO T	.25	.19	.05	Su,W	Campeche, Mexico	MIA P	.28	.14	.15	Dly	"	IDL AF	1.39	1.04	.25	Dly except Th
"	BOS BO	.20	.10	.05	Th,Sa	"	MSY P	.25	.12	.15	T,Th,Sa	Damascus, Syria	BOS AF	1.37	1.03	.25	T,Th
"	MIA BO	.25	.19	.05	W,Sa	"	HOU P	.30	.22	.15	Dly	"	IDL P	1.72	1.29	.25	M
"	IDL BO	.20	.10	.05	Sa,F,Sa	Cananes,											

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Un- der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Delhi, India	IDL BO	2.39	1.80	25	Dly	Geneva (Cont'd)	IDL K	1.24	.93	20	Dly	Havana (Cont'd)	IDL LV	.10	.17	.10	Su,W,F
"	MIA BO	2.41	1.90	25	W,Sa	"	UL K	1.20	.90	20	W,F,Su	"	MIA EA	.08	.05	.15	Dly
"	BOS BO	2.38	1.78	25	Th,Sa	"	IDL TW	1.24	.93	25	Dly	"	LGA EAM	.12	.09	.13	Dly
"	IDL P	2.39	1.80	25	M,T,Th	"	BOS TW	1.22	.92	25	M,W	"	MSY Ndf	.14	.11	.11	Dly
"	BOS P	2.38	1.78	25	M,T,Th	"	CHI TW	1.32	.99	25	Dly	"	MIA Ndf	.08	.06	.06	Dly
"	LAX P	3.09	2.32	25	M,W	"	PHL TW	1.26	.94	25	Dly	"	TPA Ndf	.09	.07	.07	Dly
"	SFO P	3.09	2.32	25	M,F,Sa	"	YIP TW	1.29	.98	25	Sa	"	DCA Ndf	.16	.13	.13	Dly
"	PDX P	3.09	2.32	25	M,F,Sa	"	MKCT TW	1.35	1.04	25	Dly	"	IDL Ndf	.18	.14	.14	Dly
"	SEA P	3.09	2.32	25	M,F,Sa	"	LAX TW	1.32	1.14	24	Dly	"	BAL Ndf	.17	.12	.12	Dly
Dhahran,	IDL TW	2.00	1.50	25	Su,T,F	"	IDL SR	1.24	.93	25	Su,T,W,F,Sa	"	CHS Ndf	.13	.09	.09	Dly
Saudi Arabia	CHI TW	2.07	1.56	25	Su,T,F	Georgetown,	IDL P	.56	.35	15	F	"	JAX Ndf	.11	.08	.08	Dly
"	PHL TW	2.02	1.52	25	Su,T,F	British Guiana	MIA P	.49	.29	15	Th	"	MOB Ndf	.13	.10	.10	Dly
"	MKCT TW	2.11	1.61	25	Su,T,F	"	MSY P	.56	.36	15	T	"	ORF Ndf	.15	.12	.12	Dly
"	LAX TW	2.28	1.71	25	Sa,M,T,Th	"	BOU P	.60	.39	15	T	"	SAV Ndf	.13	.10	.10	Dly
"	IDL K	2.00	1.50	25	T,Su	"	BRO P	.59	.39	15	T	"	EWB Ndf	.18	.14	.14	Dly
"	UL K	1.95	1.47	27	Su,F	"	LAX P	.73	.53	15	W	"	PHL Ndf	.17	.14	.14	Dly
Diego Soares,	IDL AF	2.92	2.25	25	Sa,T	"	MIA K	.57	.29	15	Sa	"	BRO B	.21	.18	.05	M,W,F,Su
Madag.	BOS AF	2.90	2.18	25	T	"	IDL K	.56	.42	15	Sa	"	CRP B	.20	.17	.05	M,W,F,Su
Djibuti, Fr.	IDL AF	2.12	1.59	25	F	Gibraltar, Gibraltar	IDL BO	1.32	.99	25	Dly	"	DAL B	.19	.16	.05	M,W,F,Su
Somaliiland	IDL AF	2.10	1.58	25	T	"	BOS BO	1.30	.98	25	Th,Sa	"	FTW B	.19	.16	.05	M,W,F,Su
Douala,	IDL AF	2.03	1.52	25	T,Th,F,Su	Glasgow, Scotland..	IDL SS	1.03	.78	20	Dly	"	HOU B	.18	.15	.05	M,W,F,Su
Fr. W. Africa	BOS AF	2.01	1.51	25	T,Sa	"	IDL K	1.03	.77	20	Dly ex. W,Su	"	LRD B	.24	.20	.05	M,W,F,Su
Dublin, Eire.	UL K	.88	.74	27	Su,F	"	UL T	.99	.74	20	M,T,F,Sa	"	MAT B	.20	.17	.05	M,W,F,Su
"	IDL K	1.03	.77	20	Su,Th	"	IDL P	1.03	.77	20	Su,M,W	"	MIA BO	.18	.12	.05	Dly
Durango,Dgo.,Mex.	ELP L	.13	.11	25	M,W,F	"	BOS P	1.01	.76	20	W	"	IDL AL	.18	.14	.05	F
Durban, So. Afr.	IDL BO	2.15	1.61	25	Dly	Gothenburg, Sweden	IDL SS	1.24	.93	25	Dly	"	IDL BO	.18	.14	.05	M,W,Sa
"	BOS BO	2.13	1.60	25	Th,Sa	"	IDL BO	.43	.30	20	Dly	Heilinki, Finland...	IDL SS	1.36	1.02	.25	Dly
Dusseldorf, Ger.	IDL SS	1.21	.91	20	Dly	Granada, B.W.I.	MIA BO	.34	.24	20	W,Sa	"	BOS P	1.21	.91	.20	Su,T
"	IDL S	1.21	.91	20	Dly	Guadalajara, Mex.	HOU P*	.23	.17	15	Dly	"	IDL P	1.24	.93	.20	Su,T
"	IDL K	1.21	.91	20	Dly except Sa	"	BRO P	.21	.13	15	Dly except Su	"	IDL K	1.30	1.01	.25	M,T,Th
"	UL K	1.17	.88	20	W,Su	Guadaloupe, F.W.I.	LAX P	.30	.25	15	Dly	Hermosillo, Mexico.	LAX P	.18	.09	.15	Dly
"	IDL AF	1.21	.91	20	Dly except F	"	IDL BO	.35	.25	20	Dly	Holguin, Cuba.....	MIA P	.15	.09	.05	Dly
"	BOS AF	1.19	.89	20	T,Sa	"	MIA BO	.28	.19	20	W,Sa	Hong Kong, Br.	IDL P	3.10	2.32	.25	M,T,Th
"	BOS P	1.19	.89	20	Sa	Guam.....	LAX P	2.00	1.51	25	M,F	Cnn. Col.	BOS P	3.08	2.31	.25	M,T,Th
"	IDL P	1.21	.91	20	Sa,W,Th	"	SFO P	2.00	1.51	25	M,F	"	PDX P	2.49	1.87	.25	M,F,Sa
"	IDL SR	1.21	.91	20	Su,T,W,F,Sa	"	PDX P	2.00	1.51	25	M,F	"	SEA P	2.49	1.87	.25	M,F,Sa
Edmonton,	IDL SW	.97	.78	20	Dly	Guantanamo, Cuba.	SEA P	2.00	1.51	25	M,F	"	LAX P	2.49	1.87	.25	M,W
Alberta, Canada	CTB W	.07	.05	10	Dly	Guatemala City,	MIA P	.39	.19	15	M,F	"	SFO P	2.49	1.87	.25	W,Sa
"	MPS W	.22	.16	10	Dly	Guatemala	MSY P	.34	.18	15	Su,T,Th,Sa	"	IDL BO	3.10	2.32	.25	Dly
"	IDL NW	.40	.30	10	Su,M,W,F	"	HOU P	.33	.23	15	Dly	"	BOS BO	3.08	2.31	.25	Th,Sa
"	CHI NW	.30	.23	10	Su,M,W,F	"	BRO P	.31	.19	15	Dly except Su	"	IDL AF	3.10	2.32	.25	Su
"	MSP NW	.26	.20	10	Su,M,W,F	"	LAX P	.47	.34	15	M,W,F	"	BOS AF	3.08	2.31	.25	Sa
Elizabethville,	IDL S	2.03	1.52	25	Dly	"	MSY TA	.35	.19	15	Dly	Honolulu, T. H.....	LAX P	.71	.67	.15	Dly
Belgian Congo	IDL BO	2.03	1.52	25	Dly	Guayaquil, Ecuador	MEX TA	.18	.12	15	M,T,W,Th,F	"	CHI NW	.91	.72	.15	T,F,Su
Entebbe, Uganda...	MIA BO	2.15	1.62	25	W,Sa	"	MIA AV	.65	.45	15	M,W,F	"	YIP NW	.94	.74	.15	T,F,Su
"	BOS BO	2.01	1.51	25	Th,Sa	"	HOU P	.71	.42	15	Dly ex. Sa,W	"	MKE NW	.91	.72	.15	T,F,Su
"	IDL S	2.03	1.52	25	Dly	"	HOU P	.74	.56	15	Dly ex. F,Su	"	MPS NW	.89	.72	.15	T,F,Su
Emeraldas,	MIA P	.67	.36	10	Th	"	LAX P	.87	.50	20	M,W,F	"	SEA NW	.71	.67	.15	T,F,Su
Ecuador	MSY P	.73	.43	15	Th	"	MIA AE	.55	.29	15	W,F	"	GEW NW	.77	.60	.15	T,F,Su
"	HOU P	.76	.46	15	W	"	BRO B	.74	.55	15	M,F,Sa	VR BCH	.74	.65	.15	M, Alt. Th & F	
"	BRO P	.76	.46	15	W	"	CRP B	.74	.55	15	M,F,Sa	IDL K	1.34	1.00	.20	Dly	
"	LAX P	.89	.60	20	W	"	DAL B	.77	.58	20	M,F,Sa	UL K	1.30	.98	.20	W,F,Su	
Fairbanks, Alaska..	SEA P	.40	.15	15	Dly	"	FTW B	.77	.58	20	M,F,Sa	IDL SR	1.34	1.00	.20	Su,T,W,F,Sa	
Florianopolis, Brazil	IDL P	1.70	1.70	25	Dly except M	"	HOUB	.74	.56	15	M,F,Sa	MIA AV	.65	.33	.15	Dly ex. Th,Sa	
"	MIA P	1.48	1.48	25	T,Th,Sa	"	LRD B	.80	.60	15	M,F,Sa	IDL AV	.75	.41	.36	Dly	
"	MSY P	1.64	1.64	25	M,F	"	SAT B	.77	.58	15	M,F,Sa	IDL S	2.03	1.52	.25	Dly	
"	HOU P	1.87	1.87	25	Su,T,Th	Haifa, Israel.....	IDL S*	1.72	1.29	25	Dly except W	IDL K	1.34	1.00	.20	W,F,Su	
"	BRO P	1.79	1.79	25	T,Th	Haiphong,	IDL AF	3.10	2.32	25	Sa	"	UL K	1.30	.98	.20	W,F,Su
"	LAX P	2.08	2.08	25	M,W,F	Indo-China	BOS AF	3.08	2.31	25	Sa	"	IDL SR	1.34	1.00	.20	Su,T,W,F,Sa
Fort Archambault,	IDL AF	2.03	1.52	25	F	"	BOS T	.08	.075	10	Dly	Ipiates, Colombia...	MIA AV	.65	.33	.15	Dly ex. Th,Sa
Fr. E. Afr.	BOS AF	2.01	1.51	25	T	Halifax, N. S.....	IDL S	1.24	.93	25	Dly	Irumu, Belgian	IDL K	1.61	1.21	.25	Dly
Fort Dauphin, Mad.	IDL AF	2.97	2.29	25	Sa	Hamburg, Germany	IDL SS	1.24	.93	25	Dly	Congo	UL K	1.57	1.18	.25	W,Su
"	BOS AF	2.95	2.21	25	Sa	"	IDL K	1.24	.93	20	Dly except Su	"	BOS P	1.59	1.19	.25	M,T,Th
Fort de France,	IDL P	.39	.22	15	Sa,W	"	IDL K	1.24	.93	20	Dly	"	IDL P	1.61	1.21	.25	M,T,Th
Martinique	IDL AF	2.03	1.52	25	M	"	IDL P	1.24	.93	20	W	"	IDL LI	1.69	1.27	.25	M
Fort Lamby,	BOS AF	2.01	1.51	25	M	"	IDL AF	1.24	.93	20	Dly except F	"	BOS AF	1.69	1.19	.25	T
Fort William,	LGA T	.15	.137	10	Dly	"	BOS AF	1.24	.93	25	Dly	"	IDL EL	1.61	1.21	.25	T,F,Sa
Ontario, Can.	"	"	"	"	"	"	IDL SR	1.24	.93	25	T,W,F,Sa,Su	"	IDL BO	1.61	1.21	.25	Sa
Fortaleza (Ceara),	IDL P	1.39	1.39	25	Dly except M	"	IDL SW	.98	.79	20	Dly	Istanbul, Turkey...	IDL K	1.61	1.21	.25	W,F,Su
Brazil	MIA P	1.23	1.23	25	T,Th,Sa	Hamilton, Bermuda.	IDL P	.25	.10	15	Dly	"	UL K	1.57	1.18	.25	W,Su
"	MSY P	1.44	1.44	25	M,F	"	BOS P	.25	.18	10	Dly	"	IDL P	1.61	1.21	.25	M,T,Th
"	CHI P	1.89	1.89	25	M,T,Th	"	UL T	.25	.19	05**W	"	IDL P	1.61	1.21	.25	M,T,Th	
"	BRO P	1.61	1.51	25	T,Th	"	YTO T	.25	.19	05**W	"	IDL LI	1.69	1.27	.25	M	
"	LAX P	1.72	1.72	25	M,W,F	"	LGA C	.20	.10	11	Dly	"	BOS AF	1.69	1.19	.25	T
Frankfurt-on-Main,	BOS P	1.22	.92	20	W,Sa	"	IDL BO	.30	.10	05	W,F,Sa	"	IDL AF	1.61	1.21	.25	T,W,F
Germany	IDL P	1.24	.93	20	Dly	"	IDL BO	.30	.10	05	W,F,Sa	"	IDL EL	1.61	1.21	.25	T,F,Sa
"	IDL BO	1.24	.93	25	Dly	Hanoi, Indo-China..	IDL AF	3.10	2.32	25	Sa	"	IDL BO	1.61	1.21	.25	T,F,Sa
"	IDL K	1.24	.93	20	Dly	"	BOS AF	3.08	2.81	25	Sa	"	BOS BO	1.59	1.19	.25	Sa
"	UL K	1.20	.90	20	Su,W,F	Hanover, Germany.	IDL SS	1.24	.93	25	Dly	"	IDL SR	1.61	1.21	.25	W,F,Sa
"	IDL SW	.97	.78	20	Dly	"	IDL K	1.24	.93	25	Dly	"	IDL SS	1.61	1.21	.25	Su,T,W,F,Sa
"	IDL SS	1.24	.93	25	Dly	"	IDL K	1.20	.90	20	Dly	Iatepec, Mexico....	MIA P	.51	.25	.15	Dly
"	IDL SR	1.24	.93	25	Su,T,W,F,Sa	Hargeisa, Br.	IDL BO	2.03	1.52	.25	Dly	Jakarta, Java.....	IDL BO	2.90	2.17	.25	Dly
"	IDL TW	1.24	.93	25	11 Wkly	Somaliiland	"	"	"	"	"	"	MIA BO	3.02	2.28	.25	W,Sa
"	BOS TW	1.22	.92	25	Su,T,F	Havana, Cuba.....	MIA P	.20	.05	.05	Dly	"	BOS BO	2.88	2.16	.25	Th,Sa
"	PHL TW	1.26	.94	25	11 Wkly	"	CHI DC	.20	.17	.05	Dly	"	IDL K	2.90	2.17	.33	Dly
"	CHI TW	1.32	.99	25	11 Wkly	"	HOU DC	.18	.15	.05	Dly	"	UL K	2.86	2.16	.25	Su,W,F
"	MKCT TW	1.35	1.04	25	11 Wkly	"	MSY DC	.14	.11	.05	Dly	Jeddah, Saudi	IDL BO	1.92	1.44	.25	Dly
"	LAX TW	1.32	1.14	25	11 Wkly	"	STL DC	.19									

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb.	Per 100 Lbs.	Over 100 Lbs.	Per \$100 Value	Destination	Airport and Airline	Per Lb.	Per 100 Lbs.	Over 100 Lbs.	Per \$100 Value	Destination	Airport and Airline	Per Lb.	Per 100 Lbs.	Over 100 Lbs.	Per \$100 Value
Jones, Alaska.....	SEA P	30	13	15	Dly	Leopoldville, LGA P	2.03	1.52	25	Su,Th		Managua, MIA P	.50	.24	.15	M,F	
Kaduna, Nigeria.....	IDL BO	1.73	1.30	25	Dly	Belgian Congo... BOS P	2.01	1.51	25	Th		Nicaragua, MSY P	.43	.23	.15	Sa,Su,T,Th	
Kano, Nigeria, B.W.A.	IDL BO	1.73	1.30	25	Dly	IDL L	2.03	1.52	25	Dly		" HOU P	.41	.27	.15	Dly	
"	BOS BO	1.71	1.28	25	Th,Sa	Lethbridge, LGA T	.32	.28	10	Dly		" BRO P	.39	.24	.15	Dly except Su	
"	IDL AF	1.73	1.30	25	Sa,W	Alb., Canada CTR W	.07	.04	10	Dly		" MSY TA	.44	.24	.15	Dly except M	
"	BOS AF	1.71	1.28	25	T,Sa	Libenge, Bel. Con... IDL S	2.03	1.52	25	Dly		" MEX TA	.25	.16	.15	M thru Sa	
"	IDL K	1.73	1.30	33	T,Sa	Lima, Peru... MIA P	.87	.65	20	Dly		Manaos, Brazil... IDL P	1.44	1.44	.25	Sa,W,F	
"	UL K	1.69	1.27	25	F	" MSY P	.93	.53	20	Dly except W		" MIA P	1.24	1.24	.25	Th,Sa	
Karachi, Pakistan... IDL P	2.27	1.71	25	M,T,Th	" HOU P	.96	.56	20	Dly		" MSY P	1.48	1.48	.25	F		
"	BOS P	2.35	1.69	25	M,T,Th	" BRO P	.96	.72	20	Dly except Su		" HOU P	1.62	1.62	.25	T,Th	
"	LAX P	2.19	1.65	25	M,W	" LAX P	1.09	.70	20	M,W,F		" BRO P	1.54	.25	T,Th		
"	SFO P	2.20	1.60	25	M,Sa	" MIA B	.87	.65	20	Dly		" LAX P	1.791	1.79	.25	W,F	
"	IDL SS	2.27	1.71	25	M,F	" HOU B	.96	.72	20	Dly		Manchester, IDL K	1.06	.80	.20	Dly	
"	IDL K	2.27	1.71	20	Dly	" LRD B	1.02	.77	20	Dly		England IDL SS	1.06	.80	.20	Dly	
"	UL K	2.23	1.67	25	Su,W,F	" SAT B	.98	.58	20	Dly		" IDL AF	1.06	.80	.20	Dly	
"	IDL BO	2.27	1.71	25	Dly	" BRO B	.96	.72	20	Dly		" BOS AF	1.04	.78	.20	Sa	
"	BOS BO	2.25	1.69	25	Th,Sa	" CRP B	.96	.72	20	Dly		" IDL S	1.06	.80	.20	Dly	
"	IDL AF	2.27	1.71	25	Sa,Su,M,T,Th	" DAL B	.99	.74	20	Dly		" IDL SR	1.06	.80	.20	Su,T,W,F,Sa	
"	BOS AF	2.25	1.69	25	T,Sa	" PTW B	.99	.74	20	Dly							
Keflavik, Iceland... IDL P	.77	.61	W			" IDL LV	.91	.55	10	M		Manila, Philippines... LAX P	2.49	1.87	.25	M,F	
"	IDL SW	.77	.61	30	.....	Lima, Belg. Congo IDL S	2.03	1.52	25	Dly except W		" SFO P	2.49	1.87	.25	M,F	
Ketchikan, Alaska... SEA P	.22	.09	15	Dly		Linz, Austria... UL K	1.30	.98	20	F		" PDX P	2.49	1.87	.25	M,F	
Khartoum, Anglo-Egypt, Sudan... IDL BO	1.99	1.49	25	Dly		" IDL K	1.34	1.01	20	F		" SEA P	2.49	1.87	.25	M,F	
"	BOS BO	1.97	1.49	25	Th,Sa	Lisbon, Portugal... IDL P	1.02	.77	20	Th,Sa		" IDL P	2.36	1.77	.25	Sa,Th	
"	IDL SS	1.99	1.49	25	T	" BOS P	.99	.74	20	Th,Sa		" BOS P	2.42	.82	.25	Sa,Th	
Kimberley, So. Afr. IDL BO	2.13	1.60	25	Dly		" IDL S	1.12	.84	24	Dly		" SFO PH	2.49	1.87	.25	W,Sa	
"	BOS BO	2.11	1.59	25	Th,Sa	" IDL BO	1.12	.84	20	Dly		" EDF NW	2.40	1.80	.20	M,Th	
Kindu, Belg. Congo... IDL S	2.03	1.53	25	Dly		" IDL BO	1.12	.84	20	Dly		" CHI NW	2.68	2.01	.20	Sa,W,F	
Kingston, Jamaica... MIA P	.30	10	.05	Dly		" BOS BO	1.10	.83	20	Th,Sa		" CLE NW	2.69	2.02	.20	Sa,W,F	
"	MIA K	.30	10	.15	Dly	" UL BO	1.08	.81	20	M,W,F		" YIP NW	2.69	2.02	.20	Sa,W,F	
"	BUJ DC	.30	10	.15	Dly	" IDL AF	1.12	.84	20	Th		" MKE NW	2.68	2.01	.20	Sa,W,F	
"	CHI DC	.35	22	.15	Dly	" BOS AF	1.10	.83	20	Th		" MPS NW	2.64	1.98	.20	Sa,W,F	
"	YIP DC	.35	22	.15	Dly	" IDL SS	1.12	.84	24	Th,Sa		" SEA NW	2.49	1.87	.20	Sa,W,F	
"	ELD DC	.31	21	.15	Dly	" IDL TW	1.12	.84	20	Su,T,Th,F		" IDL AV	.64	.35	.15	Dly	
"	EVV DC	.30	20	.15	Dly	" BOS TW	1.10	.83	20	T,Th		Manizales, Colombia MIA AV	.54	.29	.15	Sa,M,T,W,F	
"	FWA DC	.35	22	.15	Dly	" PHL TW	1.14	.85	20	Su,T,Th,F		Manono, Belgian Congo IDL S	2.03	1.52	.25	Dly	
"	GRW DC	.39	10	.15	Dly	" MKC TW	1.25	.95	25	Su,T,Th,F							
"	HOT DC	.33	15	.15	Dly	" LAX TW	1.40	1.05	25	M,W,Th,Sa		Manta, Ecuador... MIA P	.65	.35	.15	M,Th	
"	HAV DC	.37	10	.15	Dly	" IDL K	1.12	.84	20	W,Sa		" MSY P	.71	.42	.15	M,Th	
"	HOU DC	.30	20	.15	Dly	" IDL K	1.08	.81	22	W,F		" HOU P	.74	.55	.15	Sa,W	
"	IND DC	.31	21	.15	Dly	Liverpool, England... IDL BO	1.06	.80	20	Dly		" BRO P	.74	.55	.15	W	
"	JAN DC	.29	19	.15	Dly	" BOS BO	1.04	.78	20	Th,Sa		" LAX P	.87	.59	.20	M	
"	LIT DC	.31	21	.15	Dly	Livingstonia, IDL BO	2.03	1.52	25	Dly		Manzanillo, Cuba... MIA P	.14	.09	.05	Dly	
"	MEM DC	.29	19	.15	Dly	" MIA BO	2.03	1.52	25	W,Sa		Maracaibo, Venezuela MIA P	.40	.22	.15	Dly	
"	MSY DC	.27	17	.15	Dly	" BOS BO	2.01	1.51	25	Th,Sa		" IDL P	.60	.35	.15	Dly	
"	PUK DC	.30	20	.15	Dly	Loanda, Belg. Congo... IDL S	2.03	1.52	25	Dly		" MSY P	.45	.29	.15	Dly ex. W	
"	STL DC	.31	21	.15	Dly	Lome, Fr. W. Afr... IDL AF	1.73	1.30	25	T,W		" HOU P	.48	.32	.15	Dly	
"	SHV DC	.31	21	.15	Dly	" BOS AF	1.71	1.28	25	M		" BRO P	.48	.32	.15	Dly except Su	
"	HUF DC	.35	22	.15	Dly	" IDL P	1.10	.83	20	Dly		" LAX P	.62	.46	.18	M,W,F	
"	TOL DC	.35	22	.15	Dly	London, England... BOS P	1.03	.81	20	F,Sa		" IDL K	.50	.35	.15	Dly	
"	MKC DC	.33	23	.15	Dly	" IDL TW	1.10	.83	20	12 Wkly		" MIA K	.40	.30	.15	Dly	
"	SGF DC	.33	23	.15	Dly	" BOS TW	1.08	.81	20	Su,T,F		" UL K	.50	.35	.15	Dly	
"	IDL BO	.30	19	.05	Sa	" CHI TW	1.17	.88	20	12 Wkly		Marseille, France... IDL AF	1.25	.94	.25	Dly	
"	MIA BO	.30	10	.05	Dly	" PHL TW	1.12	.84	20	12 Wkly		" BOS AF	1.23	.93	.25	T,Sa	
"	UL T	.35C	.27C	.15	F	" MKC TW	1.21	.93	25	12 Wkly		Matadi, Belgian Congo IDL S	2.03	1.52	.25	Dly	
"	YTO T	.35C	.26C	.15	F	" LAX TW	1.34	1.04	25	12 Wkly							
"	IDL AV	.30	20	.15	Sa,M,W,Th,F	" IDL EL	1.10	.83	20	T,Sa		Mauritius... IDL AF	2.93	2.20	.25	T,Sa	
"	MIA AV	.30	10	.05	M,W,F,Sa	" IDL S	1.17	.88	20	Su,T,Th,Sa		BOS AF	2.91	2.18	.25	T,Sa	
Kristiansund, Nor. (See Kristiansund, Nor.)	IDL BO	1.96	1.47	25	Dly	" IDL SW	.87	.70	20	.....		Mayaguez, P. R... MIA R	.12	.10	.05	Dly	
Kuwait, Kuwait... BOS BO	1.94	1.46	25	Th,Sa		" IDL BO	1.10	.83	20	Dly		" LGA R	.20	.17	.05	Dly	
"	MSY TA	.43	.25	.....	Dly	" MIA BO	1.22	.93	20	Dly		" MIA P	.15	.09	.05	Dly	
La Ceiba, Honduras... MEX TA	.26	.19	.....	M,T,W,T,F		" BOS BO	1.08	.81	20	Th,Sa		Mayaguez, Cuba... MIA P	.20	.17	.05	Dly	
Lagos, Nigeria... IDL BO	1.73	1.30	25	Dly		" IDL SS	1.10	.83	20	Dly		Matatlan, Mexico... ELP L	.16	.13	.25	M,W,F	
"	MIA BO	1.85	1.40	25	W,Sa	" IDL SR	1.10	.83	20	Su,T,W,F,Sa		IDL BO	2.90	2.17	.25	W,Sa	
"	BOS BO	1.71	1.28	25	Th,Sa	" IDL AF	1.10	.83	20	Dly		" MIA BO	3.02	2.23	.25	W,Sa	
"	IDL AF	1.73	1.30	25	T	" BOS AF	1.08	.81	20	T,Sa		" BOS BO	2.88	2.16	.25	Th,Sa	
"	BOS AF	1.71	1.28	25	T	" IDL K	1.10	.83	20	Dly		" IDL K	2.90	2.17	.25	Dly	
La Guaira, Venez... IDL P	.50	.32	20	Sa,M,W,Sa		" IDL K	1.10	.83	20	Dly		" UL K	2.90	2.17	.25	Sa,W,F	
"	MIA P	.40	.23	20	2 Dly	" UL T	1.08	.79	20	Dly		Medellin, Colombia... IDL AV	.61	.35	.15	Dly	
"	MSY P	.45	.30	20	Sa,Su,T,Th	London, Ont., Canada LGA T	.06	.055	10	Dly		" MIA AV	.51	.26	.15	M,T,W,F,Sa	
"	HOU P	.48	.33	20	Dly	Lulea, Sweden... IDL SS	1.37	1.02	.25	M		" MSY P	.25	.13	.15	Dly	
"	BRO P	.48	.33	20	Dly except Su	Luxembourg, Belgian Congo IDL S	2.03	1.52	.25	Dly		" HOU P	.32	.22	.15	Dly	
"	LAX P	.48	.33	20	Sa,M,Th	Lusaka, Northern Rhodesia MIA BO	2.03	1.52	.25	Dly		" BRO P	.30	.18	.15	Dly except Su	
"	MIA K	.40	.30	15	Dly	" IDL BO	2.03	1.52	.25	Dly		" LAX P	.48	.33	.15	Dly	
"	IDL LV	.40	.32	10	Dly except M	Lydda, Israel... (See Tel Aviv) IDL P	1.52	1.52	.25	W,F		" MEX TA	.48	.33	.15	Dly	
"	BUJ DC	.50	.33	.15	Dly	" MIA P	1.26	1.26	.25	T,Th		" LGA TA	.34	.26	.15	Dly	
"	CHI DC	.53	.33	.15	Dly	" MSY P											

INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per 100 Lbs.	Per 100 Lbs.	Per \$100 Value				Per 100 Lbs.	Per 100 Lbs.	Per \$100 Value				Per 100 Lbs.	Per 100 Lbs.	Per \$100 Value	
Monterey, Colombia	IDL AV	.61	.35	15	Dly	Ottawa, Ont., Canada	LGA C	.07	.07	.10	Dly	Quito, Ecuador	MSY P	.70	.41	.15	Dly ex. W.Sa
Monterey, Mexico	MIA AV	.51	.26	15	Dly ex. Th.Sa	Canada	LGA T	.07	.0618	.10	Dly	"	HOU P	.73	.44	.15	Dly except F
"	DAL A†	.11	.08	15	Dly	Palembang, N.E.L.	IDL BO	2.79	3.09	.25	Dly	"	BRO P	.73	.44	.15	Dly ex. Su,F
"	ELP A†	.13	.09	15	Dly	"	BOS BO	2.77	3.08	.25	Th.Sa	"	LAX P	.88	.58	.20	M.W.F
"	LAX A†	.23	.18	15	Dly	"	UL K	2.83	2.12	.25	W.F.Sa	"	IDL AV	.74	.44	.15	M.W.F
"	SAT A†	.07	.06	15	Dly	Palermo, Italy	IDL LI	1.47	1.11	.25	Dly	"	MIA AV	.84	.35	.15	M.W.F
"	LGA A†	.26	.20	15	Dly	Panama City, Pan.	MIA P	.39	.19	.15	Dly	"	MIA AE	.85	.29	.15	W.F
"	BUE A†	.24	.20	15	Dly	"	MSY P	.45	.29	.15	Dly ex. W	Rangoon, Burma	IDL BO	2.65	1.99	.25	Dly
"	CLE A†	.22	.17	15	Dly	"	HOU P	.48	.29	.15	Dly	"	MIA BO	2.77	2.10	.25	W.Sa
Montevideo, Uruguay	IDL P	1.50	.85	.25	Dly except M	"	BRO P	.48	.29	.15	Dly except Su	"	BOS BO	2.64	1.98	.25	Th.Sa
"	MIA P	1.43	.80	.25	T.Th.Sa	"	LAX P	.61	.43	.15	M.W.F	"	IDL K	2.65	1.99	.25	W.F.Sa
"	MSY P	1.50	.87	.25	M.F	"	HOU B	.48	.31	.15	Dly	"	IDL SS	2.65	1.99	.25	P
"	HOU P	1.83	.90	.25	Su,T,Th	"	CRP B	.48	.31	.15	Dly	Recife (Pernambuco) Brazil	IDL P	1.48	1.45	.25	Dly ex. M
"	BRO P	1.83	.90	.25	T.Th	"	DAL B	.61	.39	.15	Dly	"	MIA P	1.68	.73	.20	T.Th.Sa
Montreal, Que., Canada	LAX P	1.67	1.04	.25	M.W.F	"	MIA K	.39	.29	.15	Su,F	"	MSY P	1.50	1.50	.25	M.F
"	LGA C	.06	.0405	.10	Dly	"	UL K	.54	.41	.15	Sa,M,Th	"	HOU P	1.64	1.64	.25	Su,T,Th
"	LGA T	.12	.1055	.10	Dly	Pantelleria, Italy	IDL LI	1.50	1.13	.25	W	"	BRO P	1.58	1.56	.25	T.Th
"	CLE T	.09	.085	.10	Dly	Paramaribo, Surinam	IDL P	.64	.39	.15	F	"	LAX P	1.84	1.84	.25	M.W.F
"	LGA NE	2.08	6.55	.10	Dly	"	MIA P	.57	.33	.15	T	Reggio Calabria, Italy	IDL LI	1.47	1.11	.25	Dly except Su
"	BOS NE	1.05	4.55	.10	Dly	"	HOU P	.67	.43	.15	T	Regina, Sask., Canada	LGA T	.25	.23	.15	Dly
Mosoro, Brazil	IDL P	1.41	.11	.15	Dly ex. M,F	"	BRO P	.67	.43	.15	T	Reunion Island	IDL AF	2.58	2.15	.25	Su,W
"	MIA P	1.24	.11	.15	T.Th.Sa	"	LAX P	.81	.57	.20	W	"	BOS AF	2.84	2.13	.25	Sa
Munich, Germany	IDL P	1.30	.98	.25	Dly except F	"	IDL K	.64	.30	.15	Su,W,Sa	"	IDL P	1.37	.84	.25	Dly except M
"	IDL SS	1.30	.98	.25	Dly ex. T,W	"	MIA K	.57	.43	.15	Su,W,Sa	"	MIA P	1.26	.80	.25	T.Th.Sa
"	IDL S	1.30	.98	.25	Dly	"	UL K	.69	.43	.15	M.Th.Sa	"	MSY P	1.54	.91	.25	M.F
"	IDL AF	1.30	.98	.25	M.Th	Paris, France	IDL S	1.17	.88	.20	Dly	"	HOU P	1.43	1.07	.25	M.T,Th
"	BOS AF	1.28	.95	.25	T.Sa	"	IDL EL	1.17	.88	.20	T.Sa	"	BRO P	1.07	.25	.25	T.Th
"	IDL K	1.30	.98	.25	Su,F,Sa,M	"	IDL SS	1.17	.88	.20	Dly	"	LAX P	1.04	1.94	.25	M.W.F
"	UL K	1.26	.95	.22	F	"	IDL SR	1.17	.88	.20	Su,T,W,F,Sa	"	DAL B	1.42	1.07	.25	M.T,Th.Sa
"	IDL SR	1.30	.98	.25	Su,T,W,F,Sa	"	IDL AF	1.17	.88	.20	Dly	"	HOU B	1.42	1.07	.25	M.T,Th.Sa
Nairobi, Kenya	IDL BO	2.03	1.52	.25	Dly	"	BOS AF	1.15	.86	.20	T.Sa	"	BRO B	1.67	1.25	.25	M.T,Th.Sa
"	MIA BO	2.15	1.03	.25	Dly	"	IDL K	1.17	.88	.20	Dly	"	CRP B	1.04	1.23	.25	M.T,Th.Sa
"	BOS BO	2.01	1.51	.25	W.F.Sa	"	UL K	1.12	.84	.20	Su,W,F	"	FTW B	1.47	1.09	.25	M.T,Th.Sa
"	IDL EL	2.03	1.51	.25	W.F.Sa	"	IDL TW	1.12	.84	.20	Su,W,F	"	LRD B	1.47	1.09	.25	M.T,Th.Sa
"	IDL AF	2.03	1.51	.25	W.Sa	"	BOS TW	1.15	.86	.20	Dly ex. T,F	"	SAT B	1.42	1.07	.25	M.T,Th.Sa
"	BOS AF	2.01	1.51	.25	Th.Sa	"	CHI TW	1.24	.94	.15	21 Wkly	Roberts Field, Lib.	IDL AF	1.69	1.27	.25	Sa,Sa
"	IDL S	2.03	1.52	.25	T	"	PHL TW	1.19	.89	.20	23 Wkly	"	BOS AF	1.67	1.25	.25	Sa
Nandi, Fiji	SFO BC	1.71	1.28	.25	M,Th,F	"	MEC TW	1.28	.99	.25	23 Wkly	"	IDL P	1.09	1.27	.25	M.Th
"	HNL BC	1.07	.80	.20	M,Th,F	"	LAX TW	1.45	1.09	.25	23 Wkly	"	BOS P	1.67	1.25	.25	Th
"	VR BC	1.71	1.28	.25	M & Alt. Th.F	"	IDL P	1.15	.86	.20	Su,T,Th	Rotore, Bolivia	MIA P	1.16	.63	.20	Th,M
Naples, Italy	IDL LI	1.43	1.07	.25	Dly	"	BOS P	1.15	.86	.20	Su,T,Th	"	MSY P	1.22	.70	.25	M.Th
"	IDL S	1.42	1.06	.25	Dly	"	IDL SW	.91	.74	.20	Dly	"	HOU P	1.25	.73	.25	Su,W
Nassau, Bahamas	MIA P	.07	.04	.05	3 Dly	"	IDL P	.96	.45	.15	Sa,T,Th.Sa	"	BRO P	1.25	.73	.25	W
"	UL T	.22	.17	.05	M	Parnahyba, Brazil	MIA P	.89	.48	.15	Sa,T,Th	"	LAX P	1.39	.87	.25	M,W
"	YTO T	.21	.17	.05	M	"	ELP L	.10	.08	.25	Dly	Rosne, Denmark	IDL SS	1.29	.97	.25	Dly
"	IDL BO	.17	.13	.05	Dly	Parral, Chih., Mex.	IDL AV	.64	.38	.15	Dly	Rome, Italy	IDL S	1.39	1.04	.25	Dly
"	MIA BO	.07	.04	.05	Dly	Pereira, Colombia	IDL AV	.64	.38	.15	Dly ex. Th.Sa	"	IDL LI	1.39	1.05	.25	W,F
Natal, Brazil	IDL P	1.45	1.45	.25	T,Th	"	IDL SW	1.08	.80	.20	Dly	"	IDL BO	1.37	1.03	.25	Th.Sa
"	MIA P	1.26	1.25	.25	T,Th	Pisa, Italy	IDL SW	1.08	.80	.20	Dly	"	BOS BO	1.37	1.03	.25	Th.Sa
"	MSY P	1.48	1.48	.25	M	Phnom Penh, Indo-China	IDL AF	3.02	2.29	.25	Sa,Su,W	"	IDL EL	1.39	1.04	.25	Dly ex. Su,W
"	HOU P	1.62	1.62	.25	Su,T	Ponce, P. R.	BOS AF	3.01	2.25	.25	Sa	"	IDL AF	1.39	1.04	.25	Dly
"	BRO P	1.54	1.54	.20	T	Porto, Colombia	MIA R	.12	.104	.15	Dly	"	BOS AF	1.37	1.03	.25	T.Sa
"	LAX P	1.80	1.80	.20	M,W	Port au Prince, Haiti	IDL AV	.72	.39	.15	M.Th.Sa	"	IDL K	1.39	1.04	.25	Dly except M
N'Dola, N. Rhodesia	IDL S	1.97	1.48	.25	Dly	"	MIA AV	.61	.30	.15	M.Th	"	UL K	1.35	1.01	.25	W.F
Niamey, Fr. W. Afr.	IDL AF	1.73	1.50	.25	M,T,Th,F	"	IDL P	.45	.12	.15	2 Dly	"	IDL TW	1.39	1.04	.25	23 Wkly
"	BOS AF	1.71	1.28	.25	Dly	"	CHI DC	.28	.24	.15	Sa	"	BD3 TW	1.37	1.03	.25	Dly ex. F
Nice, France	IDL S	1.27	.95	.25	Dly	"	YIP DC	.27	.23	.15	Sa	"	CHI TW	1.47	1.10	.25	24 Wkly
"	IDL SS	1.27	.95	.25	Th.Sa	"	HOU DC	.25	.22	.15	Sa	"	PHL TW	1.41	1.06	.25	23 Wkly
"	IDL AF	1.27	.95	.20	Dly	"	MSY DC	.22	.18	.15	Sa	"	YIP TW	1.44	1.09	.25	Sa
"	BOS AF	1.25	.93	.25	T.Sa	"	MEM DC	.26	.21	.15	Sa	"	MEC TW	1.50	1.15	.25	23 Wkly
"	IDL P	1.16	.87	.20	M,F	"	MIA S	.12	.12	.15	M	"	LAX TW	1.37	1.06	.25	23 Wkly
"	BOS P	1.12	.84	.20	M,F	"	IDL K	.25	.21	.15	M	"	IDL SR	1.39	1.04	.25	Sa,T,W,F,Sa
"	IDL K	1.27	.95	.20	Su,T,Sa	Port Elizabeth, U. of S. Afr.	IDL BO	2.23	1.67	.25	Dly	"	IDL P	1.39	1.04	.25	Dly ex. Sa, T
"	UL K	1.22	.92	.22	W.F.Sa	"	BOS BO	2.21	1.68	.25	Th.Sa	"	BOS P	1.37	1.03	.25	Su,Th
"	IDL SR	1.27	.96	.25	Su,T,W,F,Sa	Port of Spain, Trinidad	IDL P	.45	.30	.15	T.Th.Sa	Saigon, Indo China	IDL AF	2.93	2.20	.25	Sa,Su,M,T,Th
Nicosia, Cyprus	IDL BO	1.61	1.31	.25	Dly	"	MIA P	.38	.24	.15	T.Th.Sa	"	BOS AF	2.92	2.19	.25	Su,W
"	MIA BO	1.73	1.21	.25	T,F	"	HOU P	.45	.31	.15	W.F	St. Croix, Virg. Is.	IDL P	.27	.21	.05	Su,W
"	BOS BO	1.59	1.19	.25	Th.Sa	"	BRO P	.62	.48	.15	M,W,F	"	MIA P	.20	.15	.05	Su,W
Nogales, Son., Mex.	MEX L	.19	.16	.25	Dly	"	LAX P	.62	.48	.15	M,W,F	St. John, N. B.	BOS T	.06	.0555	.10	Dly
Nome, Alaska	SIA P	.55	.23	.15	Th.Sa	"	UL T	.60	.34	.15	W	St. John, Antigua, B.W.I.	IDL P	.34	.24	.05	Su,W
Norrtorping, Sweden	IDL SS	1.17	.88	.20	Dly	"	IDL K	.45	.34	.15	M,W,F	"	B.W.I.	.25	.18	.15	Su,W
North Bay, Ont., Canada	LGA T	.08	.0755	.10	Dly	"	IDL AL	.45	.30	.15	M,W,F	St. John, N. F.	BOS T	.17	.1655	.10	Dly
Noonua, New Caledonia	IDL AF	3.49	2.82	.25	Monthly	Port Sudan, Ang. Eg. Sudan	IDL BO	1.95	1.46	.25	Dly	St. Kitts, B.W.I.	IDL BO	.37	.36	.05	Dly
Nueva Gerona (Isle of Pines), Cuba	BOS AF	3.47	2.80	.25	Monthly	Porto Alegre, Brazil	BOS BO	1.93	1.45	.25	Th.Sa	St. Thomas, Virgin Is. (U.S.)	IDL P	.26	.21	.15	Su,W
"	MIA EA	.14	.14	.15	Dly	"	MIA P	1.62	.89	.25	Su,W,F	Salisbury, So. Rhod.	MIA P	.19	.15	.15	Su,W
Nueva Ocotepaque, Hon.	MEY TA	.47	.36	.15	M,W,F	"	MIA P	1.42	.85	.25	Th	Salta, Argentina	IDL BO	2.03	1.52	.25	Dly
Nuremberg, Germany	MEX TA	.27	.21	.15	T.Th.Sa	"	MSY P	1.69	1.03	.25	T	"	MIA P	1.24	.65	.25	Sa
"	IDL K	1.27	.96	.25	Sa,M,Th	"	HOU P	1.68	1.11	.25	T	"	MSY P	1.20	.75	.25	Sa
"	IDL SS	1.27	.96	.25	Sa,M,Th	"	LAX P	1.08	1.03	.25	T	"	HOU P	1.33	.78	.25	F
"	IDL S	1.27	.96	.25	Dly	Prague, Czechoslovakia	MIA P	1.24	2.14	.25	W	"	BRO P	1.33	.78	.25	F
"	IDL AF	1.27	.96	.25	M,T,F,Sa	"	IDL S	1.31	.98	.25	Dly	"	IDL P	1.46	.92	.25	F
"	BOS AF	1.26	.94	.25	T.Sa	"	UL K	1.31	.98	.20	T,Th	Salzburg, Austria	IDL K	1.32	.99	.20	M,Th
"	IDL SR	1.27	.96	.25	Su,T,W,F,Sa	"	IDL SR	1.31	.98	.25	Su,T,W,F,Sa	"	UL K	1.32	.99	.25	Dly
"	IDL SW	.97	.78	.20	Dly	Preston, Cuba	MIA P	.29	.10	.05	Dly	"	IDL S	1.32	.99	.25	Dly
Oaxaca, Mexico	MIA P	.51	.25	.15	Dly	Prestwick, Scotland	IDL SS	1.07	.77	.20	Dly	San Ignacio de Velasco, Bolivia	MIA P	1.16	.63	.20	M,Th
"	EDF NW	2.40	1.80	.20	M,Th.Sa	"	UL T	.99	.74	.20	Sa,M,Th,F	"	MSY P	1.22	.70	.25	M,Th
"	CHI NW	2.68	2.01	.20	M,Th.Sa												

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)				
Destination	Airport Airline	Per 100 Lbs.	Per 100 Kilograms	Per 100 Cubic Feet	Destination	Airport Airline	Per 100 Lbs.	Per 100 Kilograms	Per 100 Cubic Feet	Destination	Airport Airline	Per 100 Lbs.	Per 100 Kilograms	Per 100 Cubic Feet
Sao Paulo, Brazil.....	IDL P	1.09	73	20	T, Th, Sa	Toronto, Ont., Can.	LGA A**	.07	.0478	.10	Diy			
"	MIA P	1.16	73	20	Th	"	BUF A**	.07	.0478	.10	Diy			
"	MSY P	1.38	73	20	Su, M, T, W, Th	"	LGA T	.05	.0455	.10	Diy			
"	HOU P	1.81	73	20	T, Th	Torreon, Coah., Mex.	ELP L	.10	.09	.25	Diy			
"	BRO P	1.43	73	20	Su, T, Th	Trapani, Italy.....	IDL LI	1.35	1.12	.25	F			
"	LAX P	1.62	73	20	M, W, F	Trinidad, Cuba.....	MIA P	.15	.09	.05	Diy			
Sao Paulo, Brazil.....	IDL P	1.42	86	25	F, Su, W	Tripoli, Libya.....	IDL BO	1.40	1.09	.25	Diy			
"	MIA P	1.32	86	25	Tu	"	MIA BO	1.60	1.20	.25	W, Sa			
"	MSY P	1.54	86	25	Tu	"	BOB BO	1.44	1.08	.25	Th, Sa			
"	HOU P	1.76	1.07	.25	Tu	Trujillo, Honduras.....	MSY TA	.48	.37	...	Diy			
"	BRO P	1.67	1.25	.25	Tu	"	MEX TA	.28	.23	...	M, T, W, Th, F			
"	LAX P	1.99	1.09	.25	W	Tahikapa, Bel. Congo	IDL S	2.03	1.83	.25	Diy			
"	BRO B	1.67	1.25	.25	Su, T, Th, Sa	Tunis, Tunisia.....	IDL AF	1.36	1.02	.25	Diy			
"	CRP B	1.64	1.25	.25	Su, T, Th, Sa	"	IDL LI	1.82	1.14	.25	T, Th, Sa			
"	D, F B	1.42	1.07	.25	Su, T, Th, Sa	"	BOB AF	1.34	1.00	.25	T, Th, Sa			
"	PTW B	1.42	1.07	.25	Su, T, Th, Sa	"	IDL TW	1.35	1.02	.25	Th			
"	HOU B	1.42	1.07	.25	Su, T, Th, Sa	"	PHL TW	1.38	1.03	.25	Th			
"	LRD B	1.47	1.09	.25	Su, T, Th, Sa	"	BOB TW	1.34	1.00	.25	Th			
"	SAT B	1.42	1.07	.25	Su, T, Th, Sa	"	CHI TW	1.43	1.08	.25	Th			
Sao Salvador, Brazil.....	IDL P	1.38	1.88	.25	Diy except M	"	MKC TW	1.47	1.13	.25	Th			
"	MIA P	1.38	1.88	.25	T, Th, Sa	"	LAX TW	1.64	1.23	.25	W			
"	MSY P	1.84	1.84	.25	Su, W, F	Turpan, Mexico.....	HOU P	.17	.12	.15	Diy			
"	HOU P	1.73	1.73	.25	Su, T, Th	"	BRO P	.12	.06	.15	Diy except Sa			
"	BRO P	1.64	1.64	.25	T, Th	"	LAX P	.34	.27	.15	Diy			
"	LAX P	1.94	1.94	.25	M	Tuxtla, Gutierrez, Mexico	MIA P	.47	.23	.15	Sa, Su, T, Th			
Shannon, Eire.....	IDL P	.99	.74	.20	Diy ex. T, W	"	MSY P	.44	.23	.15	Sa, Su, T, Th			
"	BOB P	.98	.73	.20	Diy ex. T, W	"	HOU P	.36	.20	.15	Diy			
"	IDL LI	1.00	.75	.25	W, Sa	Usumbura, Belgian Congo	IDL S	2.08	1.82	.25	Diy			
"	UL T	.95	.71	.22	W, Sa	Vancouver, B. C., Canada	SEA U	.07	.048	.10	Diy			
"	IDL TW	.99	.74	.20	10 Wkly	"	SFO U	.12	.098	.10	Diy			
"	BOB TW	.98	.73	.20	Su, M, Th, F	"	LGA U	.30	.204	.10	Diy			
"	PHL TW	1.02	.76	.20	10 Wkly	"	BDL U	.32	.200	.10	Diy			
"	CHI TW	1.07	.81	.20	11 Wkly	"	BOB U	.32	.200	.10	Diy			
"	YIP TW	1.04	.79	.20	Sa	"	EWU U	.30	.194	.10	Diy			
"	MKC TW	1.11	.86	.20	10 Wkly	"	CHL U	.31	.234	.10	Diy			
"	LAX TW	1.27	1.06	.25	10 Wkly	"	PHL U	.37	.254	.10	Diy			
"	IDL SR	.99	.74	.20	Su, T, W, F, Sa	"	DCA U	.31	.23	.10	Diy			
"	IDL K	.99	.74	.20	Su, W, F	"	CHI U	.34	.210	.10	Diy			
"	IDL SW	.77	.61	.20	...	"	DEN U	.16	.136	.10	Diy			
Singapore, Mal. St.....	IDL P	2.83	2.13	.25	Diy	"	SLC U	.12	.108	.10	Diy			
"	MIA P	2.83	2.13	.25	W, Sa	"	LAX U	.15	.13	.10	Diy			
"	BOB P	2.83	2.11	.25	Th, Sa	"	FDX U	.07	.048	.10	Diy			
"	SFO P	2.83	2.13	.25	F	"	LGA T	.28	.25	.10	Diy			
"	LAX P	2.41	1.31	.25	F	"	SFO BC	.11	.08	.05	Su & Alt. W, Th			
"	BOB AF	2.83	2.13	.25	W, F, Sa	"	HNL BC	.74	.56	.15	Sa & Alt. T, W			
"	IDL AF	2.82	2.11	.25	Sa, Su, Th	Varadero, Cuba.....	MIA P	.12	.08	.05	Diy			
"	UL K	2.70	2.10	.25	Su	Veracruz, Mexico.....	HOU P	.39	.19	.15	Diy			
Soma, Nicaragua.....	MSY TA	.45	.42	...	Diy	"	MSY P	1.89	1.89	.25	M, F			
"	MEX TA	.45	.43	...	M, T, W, Th, F	"	HOU P	1.81	1.81	.25	Su, T, Th			
Stanleyville, Bel. Congo	IDL S	2.03	1.83	.25	Diy	"	BRO P	1.73	1.73	.25	T, Th			
Stavanger, Norway.....	IDL SS	1.24	.93	.25	Diy	Victoria, B. C.....	LGA T	.38	.375	.10	Diy			
"	IDL K	1.36	.95	.20	Diy	Victoria de las Tunas, Cuba	MIA P	.14	.09	.05	Diy			
"	UL K	1.29	.93	.20	Su, W, F	Vienna, Austria.....	IDL P	1.24	.93	.25	Su, T, W, F			
"	IDL S	1.26	.95	.25	Diy	"	BOB P	1.21	.91	.20	W			
"	IDL P	1.26	.95	.20	Su, T, F	"	IDL AF	1.37	1.03	.25	M, Th, Sa			
"	BOB P	1.24	.90	.20	Su, T, F	"	BOB AF	1.35	1.02	.25	Sa			
Stockholm, Sweden.....	IDL K	1.29	.93	.20	Su, W, F	"	IDL SS	1.36	1.03	.25	M, W, Sa			
"	IDL S	1.26	.95	.25	Diy	"	IDL K	1.37	1.03	.25	T			
"	IDL P	1.26	.95	.20	Su, T, F	"	UL K	1.35	1.00	.20	Su			
"	BOB P	1.24	.90	.20	Su, T, F	Villahermosa, Mex.....	MIA P	.34	.17	.15	Diy			
"	IDL K	1.29	.93	.20	Su, W, F	"	MSY P	.39	.16	.15	Sa, Su, T, Th			
"	IDL S	1.26	.95	.25	Diy	Visby, Sweden.....	IDL SS	1.32	.99	.25	Diy			
"	IDL P	1.26	.95	.20	Su, T, F	Wake Island.....	LAX P	1.55	1.16	.20	Su, M, W			
"	BOB P	1.24	.90	.20	Su, T, F	"	SFO P	1.55	1.16	.20	Diy except W			
"	IDL K	1.29	.93	.20	Su, W, F	"	PDX P	1.55	1.16	.20	Diy except W			
"	IDL S	1.26	.95	.25	Diy	"	SEA P	1.55	1.16	.20	Diy except W			
"	IDL P	1.26	.95	.20	Su, T, F	Warsaw, Poland.....	IDL S*	1.45	1.09	.25	Diy			
"	BOB P	1.24	.90	.20	Su, T, F	Wellington, N. Z.....	IDL BO	3.86	3.89	.25	Diy			
"	IDL K	1.29	.93	.20	Su, W, F	"	BOB BO	3.84	3.86	.25	Th, Sa			
"	IDL S	1.26	.95	.25	Diy	Windsor, Ont., Can.	LGA T	.06	.0555	.10	Diy			
"	IDL P	1.26	.95	.20	Su, T, F	Winnipeg, Man., Canada	GFK NW	.04	...	...	Diy			
"	BOB P	1.24	.90	.20	Su, T, F	Zurich, Switzerland.....	IDL SR	1.24	.93	.25	F, Sa, Su, W, T			
"	IDL K	1.29	.93	.20	Su, W, F	"	IDL SS	1.24	.93	.25	Diy			
"	IDL S	1.26	.95	.25	Diy	"	IDL S	1.24	.93	.25	Diy			
"	IDL P	1.26	.95	.20	Su, T, F	"	IDL AF	1.24	.93	.25	Sa, M, Th			
"	BOB P	1.24	.90	.20	Su, T, F	"	BOB AF	1.24	.93	.25	Sa			
"	IDL K	1.29	.93	.20	Su, W, F	"	IDL EL	1.24	.93	.25	T, Sa			
"	IDL S	1.26	.95	.25	Diy	"	IDL K	1.24	.93	.20	Diy			
"	IDL P	1.26	.95	.20	Su, T, F	"	UL K	1.20	.90	.20	Su, W, F			
"	BOB P	1.24	.90	.20	Su, T, F	"	BOB BO	1.23	.92	.20	Th, Sa			
"	IDL K	1.29	.93	.20	Su, W, F	"	IDL BO	1.24	.93	.20	Diy			
"	IDL S	1.26	.95	.25	Diy	"	MIA BO	1.36	1.03	...	W, Sa			
"	IDL P	1.26	.95	.20	Su, T, F	"	IDL TW	1.24	.93	.25	Diy			
"	BOB P	1.24	.90	.20	Su, T, F	"	BOB TW	1.24	.93	.25	Th, Sa			
"	IDL K	1.29	.93	.20	Su, W, F	"	PHL TW	1.26	.94	.25	Diy			
"	IDL S	1.26	.95	.25	Diy	"	CHI TW	1.23	.99	.25	Diy			
"	IDL P	1.26	.95	.20	Su, T, F	"	YIP TW	1.29	.93	.25	Sa			
"	BOB P	1.24	.90	.20	Su, T, F	"	MKC TW	1.25	1.04	.25	Diy			
"	IDL K	1.29	.93	.20	Su, W, F	"	LAX TW	1.52	1.14	.25	Diy			
"	IDL S	1.26	.95	.25	Diy	"	IDL SW	.99	.79	.20	...			
"	IDL P	1.26	.95	.20	Su, T, F	"								
"	BOB P	1.24	.90	.20	Su, T, F	"								
"	IDL K	1.29	.93	.20	Su, W, F	"								
"	IDL S	1.26	.95	.25	Diy	"								
"	IDL P	1.26	.95	.20	Su, T, F	"								
"	BOB P	1.24	.90	.20	Su, T, F	"								
"	IDL K	1.29	.93	.20	Su, W, F	"								
"	IDL S	1.26	.95	.25	Diy	"								
"	IDL P	1.26	.95	.20	Su, T, F	"								
"	BOB P	1.24	.90	.20	Su, T, F	"								
"	IDL K	1.29	.93	.20	Su, W, F	"								
"	IDL S	1.26	.95	.25	Diy	"								
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"	IDL K	1.29	.93	.20	Su, W, F	"								
"	IDL S	1.26	.95	.25	Diy	"								
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"	BOB P	1.24	.90	.20	Su, T, F	"								
"	IDL K	1.29	.93	.20	Su, W, F	"								
"	IDL S	1.26	.95	.25	Diy	"								
"	IDL P	1.26	.95	.20	Su, T, F	"								
"	BOB P	1.24	.90	.20	Su, T, F	"								
"	IDL K	1.29	.93	.20	Su, W, F	"								
"	IDL S	1.26	.95	.25	Diy	"								
"	IDL P	1.26	.95	.20	Su, T, F	"								
"	BOB P	1.24	.90	.20	Su, T, F	"								
"	IDL K	1.29	.93	.20	Su, W, F	"								

Using the Speedpak

WHEN AN AIRLINE PLACES its entire fleet of cargo planes at the disposal of the Defense Department for moving military material, as most airlines did, it might appear that its air shipping business would be hard hit. Yet Eastern Air Lines, after releasing all of its four-engined carginers for Pacific airlift operations during the late Korean emergency, went on to carry more air express than ever before in 1950, broke that record the following year, and now has high hopes of setting a new mark in 1953.

Behind this contradictory success story lies the development and utilization of the Speedpak, an over-sized mobile cargo canoe which gives Eastern a cargo-carrying advantage that offsets the loss of its carginers.

Aside from solving one of the air transport industry's most serious problems by virtually eliminating the delays often attending the handling of cargo,

this unique device provides each of Eastern's New-Type *Constellations* with a capacity increase of four tons in payload, or just about the total capacity of the average twin-engined transport currently used by many other all-cargo airlines. Or in other words, as Richard W. Gilbert explained (he's EAL's director of cargo), by using Speedpaks on all 20 of its four-engined, 60-passenger *Constellations*, Eastern gains the equivalent of an extra fleet of 20 high speed, long range carginers flying between such key terminals as Boston, New York-Newark, Atlanta, New Orleans, Houston and the other cities of the airline's routes.

The Speedpak is a whopper of a canoe—an aluminum, streamlined container that fastens to the underbelly of the *Constellation's* fuselage directly beneath the wings. It is 33 feet long, 7 feet wide, 3 feet deep, weighs only 1700 pounds empty and tips the beam at 10,000 pounds when fully loaded.

What's more, it can be transported without diminishing the speed of the aircraft.

When one of Eastern's Speedpak-equipped planes lands at an airport, a ground attendant raises the unlatching levers on the sides of the unit and the big container is gently lowered to the ground—in 60 seconds, about record time for unloading 10,000 pounds from

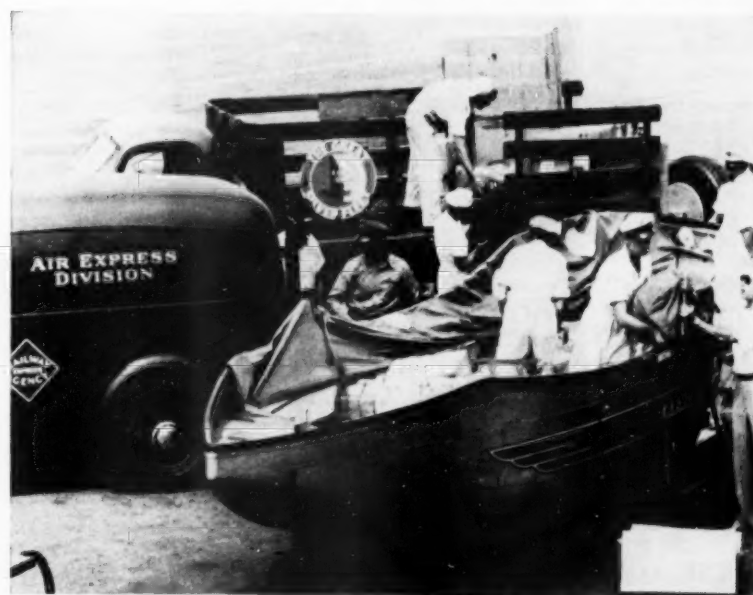


any vehicle. Then it's rolled quickly from the runway to the loading station on its own wheels. The waterproof cover is rolled back and there's the air express, airfreight, air mail and baggage, fully exposed for fast convenient handling. Meanwhile, another loaded Speedpak can be attached to the same *Constellation* in one minute by means of a built-in electric hoist and the plane is ready to take off again as far as its cargo is concerned.

Eastern, the largest domestic operator of New-Type *Constellation*, was the first airline to introduce the Speedpak just about six years ago, said Gilbert. Since the end of 1946 EAL's air express poundage has almost doubled, from 12,699,240 pounds to 23,900,955 pounds and \$3,145,387 worth of business in 1951.

One of the pioneers in the development of commercial aviation itself, Eastern also has nurtured the progress of the air express industry, which celebrated its 25th anniversary last September. In its first year of air express, EAL flew 15,453 pounds and took 4832 dollars for carrying such assorted items as candy, cut flowers, newspapers, newsreels, radio and machinery parts, cod liver oil, photos, yeast, clothing and drugs—a portent of days to come when everything—but everything!—would be air expressed to save time and money.

During the ensuing year, Eastern's growth as the nation's chief North to



TYPICAL LOADING SCENE—Eastern Air Lines, whose personnel are here shown to be loading one of its Speedpaks with cargo, claims that the Speedpak has a distinct advantage over the more conventional methods of flying airfreight. The pods can be fully loaded prior to the arrival of the 'parent' plane, and attached to it in a matter of minutes. Plane delays are eliminated, says EAL, since Speedpaks can be loaded or unloaded independent of the plane's servicing.

South and Midwest air carrier coincided with the spread of its air express service, especially after joining the vast Railway Express Agency network on February 1, 1936.

Realizing that all-cargo planes were indispensable for the movement of defense materials, in 1942 Eastern inaugurated the first regularly-scheduled

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air cargo service in the U. S., an overnight flight between New York and Miami. As the popularity of this service mushroomed and additional cargo flights between other points in the EAL system were scheduled, Captain Eddie Rickenbacker, President and General Manager, announced his intention of launching a full scale cargo and air express campaign with the same determination and aggressiveness which has won a top position for the airline in commercial aviation.

Transportation of cargo by air is still in its infancy, said Rickenbacker recently, but it may hold the "economic destiny" of commercial aviation.

Since the end of World War II, world air cargo has increased more



than fivefold, he pointed out, or almost twice as much as the gain in total airline passenger volume. And within the next 10 years, the airlines will be earning as much in cargo revenues as they now earn from passenger traffic.

"It was less than half a dozen years ago that airfreight promotion emphasized the novel, even amazing, types of commodities transported by plane," he added. "Today, airfreight is far beyond the novelty stage. Cargos include every item including the kitchen sink—one airline recently flew two tons of them. Industry and business, shipper and consumer, all are geared to the economics of the air age."

During 1952, EAL handled 16,094-

373 pounds of airfreight for a 27 percent gain over the preceding year's 12,646,239. And cargo in the first six months of 1953 has been running about 20 percent over that of the similar 1952 period.

This consistent increase has been achieved, according to Rickenbacker, although Eastern has not been carrying perishable goods since its cargo fleet entered Korean service.

Just what effect the armistice will have on Eastern's future cargo operations as yet cannot be determined, he said. But the airline is carefully watching the attempts of American manufacturers to build an efficient low-cost aircraft specifically designed for all-cargo operations which would permit lower direct operating costs than are possible with equipment currently or previously in service.

The lower shipping rates brought about by the use of such an aircraft would, of course, allow the airlines to compete even more effectively with surface transportation of goods. And when these new cargo liners are produced, Eastern expects to be in the market for a fleet which will cost from 50 to 70 million dollars.

"Pessimists contend that air transport will never be able to compete with surface shippers for huge bulk commodities, due to the limitations of lift capacity," he continued. "But new and bigger airplanes are most certainly forthcoming. There are thousands of articles even now, both large and small, which lend themselves to air transport, and there will be many more when the shipping costs are lessened."

"Air transportation has already opened up many new markets, while other surfaces have only been scratched. Our increased industrialization, which is bound to continue, demands quick and efficient reception of materials and shipment of products. Herein lies the bright future of the airfreight business."

In the meantime, while awaiting the time when sufficient and suitable flight equipment will be available in the "bright future" of such large-scale freight service, Eastern continues loading air express and airfreight on regular passenger flights when weight requirements permit. In this connection, the *Constellation* Speedpak has come into its own. And there it will remain, in active airfreight operations, for a long time to come.

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AIRFREIGHT LINE

(Continued from Page 5)

of Convenience and Necessity. The permanency of its routes was now guaranteed. Common carriage with any frequency that was desired became an actuality. Wheels were immediately put into motion to set up a scheduled service to the newly certificated points.

Guatemala City, San Salvador, Belieze, in British Honduras, were the



ASA loading cattle.

first points of scheduled service. Bogota became a scheduled point the following February. Frequency to Havana is increasing again, and Panama is scheduled for the very near future.

The Certificate came, but it also brought many new problems. The increase of business required tighter scheduling. Tighter scheduling meant enlarging maintenance facilities. Larger warehousing space was needed. Aerovias' personnel had to be sent to the destination stations to manage them and increase sales for the ever-growing northbound planes. All these things were taken in stride as experience was paying off. Office staff was enlarged, and an office was opened in New York City for information purposes, and to coordinate the shipments of the New England shippers.

Cattle has played, and is still playing, an important part in the development of ASA. Thousands of pure bred cattle, race horses and other animals have been flown to various destinations. A stable to accommodate 50 head of cattle is situated adjacent to the hangar in St. Petersburg for the shipper's convenience. A portable loading ramp enables ASA to pick up and discharge cattle anywhere there is a suitable airport. Portable aluminum stalls insure the safety of the cattle.

From Abb to Zoological specimens, the scope of commodities being flown continually grows. A list of the shippers would read like a "Who's Who"

in an Industry and Exporters Guide.

A place in the archives of air cargo is already assured for ASA. A future, predicated on past performances, is equally assured. With the advent of specifically designed commercial cargo aircraft, with a lower per ton mile operating cost, a far-fetched guess as to the tonnage that could be flown might come close to reality.

Only a few short years ago, few people would dare voice their opinion as to the amount of cargo that could be flown in aircraft. Today because of the farsightedness of other individuals, coupled with the pioneering spirit of some members of the transportation field, these conjectures are now but the operational statistics of the industry as it is today.

So too with Aerovias. Because customer consideration, economy and experience make up the bricks which are supported by a cornerstone of service, the structure is strong. Any figures on the future potential would be purely conjecture. All of us with Aerovias, living in reality, know the job is not yet done. It has, in fact, only just started.





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2 ANNIVERSARIES

(Continued from Page 6)

Air Transport was the big name in aviation, carrying the mail reliably in planes built by Curtiss, Boeing and Douglas.

The Thirties saw the development of some of our larger airlines: Pan American World Airways, Trans World Airlines, Eastern Air Lines, etc. In Europe, Sabena and Air France were well established as well as some others. Air cargo assumed little importance during those years, although in 1932 the Chicago Mail Order Company had combined parcel air express with railroad mail service, and many interstate business firms were availing themselves of the speed of aviation for their shipments. These, however, should be considered exceptions to the rule; the airlines had devoted their attention to passenger travel, relegating cargo to the back seat, if to any seat at all. The all-cargo airline was not yet a reality.

STILL, AVIATION GREW by leaps and bounds. Planes were built of metal rather than wood, cloth, heavy paper and wire—materials that figured

prominently in the earlier models. By the time World War II started, there were 35,492 miles or airway routes in the United States, 2068 in its territories, and 35,707 throughout the rest of the world; a total of 73,267. It is significant to note that the number of route miles within the United States very nearly equalled those throughout the rest of the world. Less than one year after the attack on Pearl Harbor, AIR TRANSPORTATION released its initial number.

At that time, as our first issue showed, Martin's *Mars* was considered the world's largest flying boat, equivalent, as we said, "to a 14- to 16-room house." The Vought-Sikorsky VS-44-A flying boat, flying at a slow (by current standards) 200 miles an hour, was also featured. Of course, Curtiss' famous C-46, still in operation today, was there as well as Convair's *Coronado*, which at that time was ferrying cargoes across both oceans for the Navy. Nor would the issue have been complete without mentioning Douglas' two famous cargo planes, the DC-3 and DC-4. Boeing's *Stratoliner* and 247 were there, and Lockheed's *Lodestar*, to say nothing of the mention of a new plane, only a model of which at that time existed, Lockheed's graceful and famous *Constellation*.

In that issue, Jesse H. Jones, then U. S. Secretary of Commerce, contributed an article entitled, "Air Cargo and the 3 R's." John A. Zellers, vice president of Remington Rand, wrote one entitled, "A Shipper Looks At Air Freight," and Chester Mack Mayer, of Air Express International Agency, went on record to say that the airlines were too slow in developing air cargo (they needed the war, he said, to show them what air cargo can do). There were other articles as well, and a panel discussion wherein the top brass of the airlines and the shipping world in general all showed their belief in the future of air cargo.

That first issue of AIR TRANSPORTATION

began with an editorial by our editor and publisher, John F. Budd, that read as follows:

AIR TRANSPORTATION begins its career at a time when the eyes of the world are on cargo-by-air—a time when no man knows all the answers to this, the most challenging problem of the war. Airmen are stacking up evidence to prove that the day of the ship is done and that planes will one day carry vir-



tually all foreign freight and most domestic freight. Shipping men, on their side, are branding these forecasts as wild dreams.

The Shipper—and with him all the Manufacturers, Importers, Exporters, Forwarders, and others who have for many years turned to *American Import & Export Bulletin* for authoritative information—stands confused, not knowing what to think.

Hence, AIR TRANSPORTATION, a publication exclusively about shipping-by-air, edited for shippers. Until now, although there are scores of aviation publications, there has been none to fill this need.

AIR TRANSPORTATION is not anti-ship, anti-rail or anti-truck. It is pro-air, because it believes that, sooner or later, cargo-by-air will be a mighty force in both domestic and international trade—a force that no shipper can ignore—a force with which every shipper should, in his own interest, be familiar. But it

believes that there will continue to be a place for all recognized means of transportation—though many things are being drastically changed during the war and may be even more drastically changed when the war is won.

We feel it important to reprint this proclamation, which shows its age, but shows also that in all our 11 years of publication, we have not swerved from our belief in the ultimate triumph of air cargo.

After the war years, AIR TRANSPORTATION was still gaining in popularity. Air cargo had proved its value during the war and had next to prove itself during the peace. The all-cargo airline developed, with The Flying Tiger Line, Seaboard & Western Airlines and Slick Airways emerging as the leaders in the field. The Berlin Airlift proved that an entire city can be sustained by air cargo alone, and the Pacific Airlift added new laurels to the airmen and airlines of the world.

WITHIN JUST THE PAST 11 years, more has happened of a revolutionary nature in aviation than in its previous 39. Within those 11 years, we saw airplanes built just to carry cargo: Douglas' *Globemasters* and Fairchild's *Flying Boxcars*. We also saw giant transports modified for the sole carriage of cargo: Boeing's *Stratofreighter*, Lockheed's converted *Super Constellation* and Douglas' converted DC-6A *Liftmaster*. Within those 11 years, we broke successfully through the sound barrier, flew the first jet-powered airmail delivery from Schenectady to Washington, D. C., and Chicago, and BOAC flew the world's first jet-powered commercial transport, the sleek *Comet*. The helicopter also came into its own within this period, and its further development as a cargo carrier and short-haul transport, as well as the future development of atomic-powered aircraft, is yet to come.

(Continued on next page)

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Now, with Douglas, Lockheed and the Civil Aeronautics Administration all conservatively predicting great futures for air cargo, with attention slowly but surely being directed toward the greater needs of air cargo—a low cost operating freight plane, more modern freight terminals, more attractive shipping rates—new vistas in the air shipping field as well as in aviation itself will soon be opened. Since the start of our publication alone, we have seen great things happening, we can't but believe that even greater things are in store for all of us, for air cargo, for air transportation as a whole, and for the world that will profit by the peaceful application of the airplane to commercial endeavor.



REPORT ON FREIGHT

(Continued from Page 9)

regional development, and will carry only a very small fraction of all that moves, its ultimate effect is to increase surface transport. With its fast movement of small and critical percentages of both supply and output, it is a veritable catalyzer in the fields of industry and transportation.

It would have seemed fantastic and would not have been believed, if in 1920 projections of air passenger travel had been made in actual figures to the level of 1953. No statistical base then existed for such projections. A major article in the issue of *Harper's Magazine* for January, 1920, made startling projections, but not in figures, including a forecast of marvelous installations of landing fields, beacons and other intricate operating facilities. Those projections have been proved correct. The title of the article was "Cargoes Through The Clouds." It must have seemed visionary to the public of 1920. Its prophesy of passenger transport by air came true first. Now the forecast is literally completed with Cargoes Through The Clouds. Additional projections for airfreight must now be

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made—not in rigorous statistics because the base is still too small, but in constructive imagination. Actual statistical projections can be made far enough ahead for the amortization of the most modern freight planes, and this is the limit to which they have been thrown in both government and private publications. But seven years for amortizing a plane are not adequate for a new factory or other industrial planning and equally inadequate for community forecasts. For industries and communities a third of a century is a short time. What data can be of help?

In 1945 airfreight rates were based on a cost of 40 cents per ton mile. In 1952 they had dropped to 16 cents. One carrier was handling freight on charter for the Navy at 11 cents a ton mile, at a profit. All this has been done with passenger type planes adapted for freight. New planes specifically for freight have been designed, although not yet built, to operate for around five cents per ton mile. As rates have gone down, tonnage has climbed. Case histories of the use of airfreight have multiplied, some of the most spectacular in the field of military logistics, which has been the great experimental field for airfreight advances. The breath-taking transport flights over

the Burma Hump, the Berlin airlift, and in the last few years the air logistics of the Korean war, seemed at first more like thrilling military exploits than forerunners of routine and worldwide cargo services that in the years immediately ahead will carry vastly greater tonnages. Out of both private and military experience perspective has begun to appear. It leaves no doubt that this revolutionary marketing facility is changing the marketing practices and the marketing map of the United States and the world.

The above report has been given in this detail, but without a great mass of supporting data that might be added, for the purpose of showing how important airfreight is within the framework of AMA, and how suitable it is as a subject for chapter meetings. If further details are desired, the author will be glad to supply them.



BRITAIN'S ROLE

(Continued from Page 7)

success, with a Sopwith, was in 1914; the pilot was Howard Pixton, and the speed slightly less than 87 miles an hour. By 1927 the race had become involved with national prestige, and Britain's Royal Air Force participated. Flight Lieutenant S. N. Webster won the event, and the winners of the two next Schneider Trophy races were Flying Officer H. R. D. Waghorn and Flight Lieutenant J. N. Boothman. By these three consecutive victories, in 1927, 1929 and 1931, Britain won the Trophy outright, and it now rests in the London headquarters of the official entrant, the Royal Aero Club.

Speeds had been increasing, and, with one of the Vickers Supermarine Schneider Trophy seaplanes, Flight Lieutenant George Stainforth set a world speed record of over 400 miles an hour. All this work proved of high value to Britain, for it was through

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- For cargo reservations, phone Pan American World Airways Clipper* Cargo Sales.

*Trade-Mark, Reg. U. S. Pat. Off.

PANAGRA

PAN AMERICAN-GRACE AIRWAYS



the developments stimulated by the Schneider Trophy that the Supermarine *Spitfire* came into being and the Rolls-Royce Merlin engine with which both *Spitfire* and *Hurricane*—the fighters which won the Battle of Britain—were developed.

Then The Jet

But it was during the latter part of World War II, and during the subsequent years of peace, that the greatest aeronautical advances were made by Britain. Sir Frank Whittle had pio-

neered the gas turbine, and with it speeds rose meteorically. Soon after the war the world record was broken by one of Britain's pilots with over 600 miles an hour. Then came the de Havilland *Comet*, the world's first turbojet air liner, with a cruising speed of nearly 500 miles an hour, and the Vickers *Viscount*, the world's first turboprop airliner, giving a degree of quietness and comfort superior to anything obtainable with piston-engined machines. The *Comet* was put into regular airline service by the British

Overseas Airways Corporation, the Viscount by the British European Airways Corporation.

Remarkable new types of military aircraft were produced and flown in Britain. Pioneer work was done on the delta wing plan form for large bombing aircraft; the crescent wing was introduced; new fighters with swept-back wings capable of being dived at speeds greater than the speed of sound were put into production for

(Concluded on Page 34)

FOREIGN AIRMAIL POSTAGE RATES

6 CENTS PER OUNCE

The rate of six cents per ounce applies to the following destinations, Postal Cards, four cents each:

*Weight limit is 8 ounces, except for Canada (60 pounds) and Mexico (4 pounds, 6 ounces).
CONTINENTAL UNITED STATES, ALASKA, CANADA (Including Newfoundland and Labrador), CANAL ZONE, CANTON ISLAND, CAROLINE ISLANDS, GUAM, HAWAII, MARIANA ISLANDS, MARSHALL ISLANDS, MEXICO, MIDWAY ISLAND, PUERTO RICO, SAMOA (American), U. S. VIRGIN ISLANDS, WAKE ISLAND

(Airmail addressed for delivery to APO's or Fleet Post Offices outside the continental United States care of Postmaster.)

*Airmail for above destinations, except Canada and Mexico, over 8 ounces in weight is subject to Air Parcel Rates.

RATES FOR EACH HALF OUNCE

Aden	25c	Curaçao	10c	Iceland	15c	New Guinea (Mandated Territory)	25c	Salvador (El)	10c
Afghanistan	25c	Cyprus	25c	India	25c	New Hebrides	25c	Samoa Western (British)	25c
Albania	15c	Cyrenica	15c	Indo-China	25c	New Zealand	25c	San Marino (Rep.)	15c
Algeria	15c	Czechoslovakia	15c	Indonesia	25c	Nicaragua	10c	Santa Cruz Islands	25c
Andorra (Rep. of)	15c	Dahomey	25c	Iran	25c	Niger	25c	Sarawak	25c
Anglo-Egyptian Sudan	25c	Denmark	15c	Iraq	25c	Nigeria	25c	Saudi Arabia (Kingdom of)	25c
Angola	25c	Dodecanese Islands	15c	Israel, State of	25c	North Borneo (State of)	25c	Scotland	15c
Anguilla	10c	Dominica	10c	Italy	15c	Northern Ireland	15c	Senegal	25c
Antigua	10c	Dominican Republic	10c	Italian Somaliland	25c	Northern Rhodesia	25c	Seychelles	25c
Argentina	10c	Dubai (Persian Gulf)	25c	Ivory Coast	25c	Norway	15c	Sierra Leone	25c
Aruba	10c	Ecuador	10c	Jamaica	10c	Nyasaland Protectorate	25c	Solomon Islands	25c
Ascension	15c	Egypt	15c	Japan (Hashemite Kingdom)	25c	Okinawa	25c	Somalia	25c
Australia	25c	Eire (Ireland)	15c	Kenya	25c	Pakistan	25c	Somaliland Protectorate	25c
Austria	15c	England (and Wales)	15c	Korea (Republic of)	25c	Palestine (Arab controlled)	25c	Southern Rhodesia	25c
Azores	15c	Eritrea	25c	Kuwait (Persian Gulf)	25c	†Central Arab Palestine	25c	Southwest Africa	25c
Bahamas	10c	Ethiopia	25c	Labuan	25c	††Western Arab Palestine	25c	Spain	15c
Bahrain (Persian Gulf)	25c	Falkland Islands	10c	Laos	25c	Panama, Republic of	10c	Spanish Guinea	25c
Balearic Islands	15c	Faroe Islands	15c	Latvia	15c	Papua (British New Guinea)	25c	Spanish West Africa	25c
Baluchistan	25c	Fiji Islands	25c	Lebanon (Rep.)	25c	Paraguay	10c	Straits Settlements	25c
Barbados	10c	Finland	15c	Leeward Islands	10c	Persian Gulf Ports	25c	Surinam	10c
Barbuda	10c	France	15c	Liberia	25c	Peru	10c	Sweden	15c
Basrah, Iraq	25c	French Camerouns	25c	Lichtenstein	15c	Philippine Islands	25c	Switzerland	15c
Besbanaland Protectorate	25c	French Equatorial Africa	25c	Lithuania	15c	Pitcairn Island	25c	Syria, Republic of	25c
Belgian Congo	25c	French Guinea	25c	Luxembourg	15c	Poland	15c	Taiwan (Formosa) [See China]	25c
Belgium	15c	French Settlements in India	25c	Macao	25c	Portugal	15c	Tanganyika Territory	25c
Bermuda	10c	French Settlements of Oceania	25c	Madagascar	25c	Portuguese E. Africa (Mozambique)	25c	Tanzania	25c
Bolivia	10c	French Somaliland	25c	Madeira Islands	15c	Portuguese Guinea	25c	Thailand	25c
Bonaire	10c	French Togoland	25c	Malay States (Federated and Nonfederated)	25c	Portuguese India	25c	Tibet	25c
Brazil	10c	Gambia	25c	Martinique	10c	Portuguese Timor	25c	Tonga (Friendly Islands)	25c
British Camerouns	25c	Germany	15c	Mauritania	25c	Portuguese West Africa	25c	Trieste, Free Territory of	15c
British Guiana	10c	Gibraltar	15c	Mauritius	25c	Redonda	10c	Trinidad and Tobago	10c
British Honduras	10c	Gilbert & Ellice Islands Colony	25c	Mexico	per ounce 6c	Reunion Island	25c	Tripolitana	15c
British New Guinea (Papua)	25c	Gold Coast Colony	25c	Monaco	15c	Rhodesia, Northern & Southern	25c	Tristan Da Cunha	25c
British Somaliland (Somaliland Protectorate)	25c	Great Britain	15c	Montserrat	10c	Rio de Oro	25c	Tunisia	15c
British Virgin Islands	10c	Greece (inc. Crete)	15c	Morocco, French Zone	15c	Rumania	15c	Turkey	15c
Brunei	25c	Grenada	10c	Morocco, Spanish Zone	15c	Ryukyu Islands	25c	Turks Island	10c
Bulgaria	15c	Guadeloupe	10c	Morocco, Tangier (Int'l Zone)	15c	Saba	10c	Uganda	25c
Burma	25c	*Guatemala	10c	Nauru Islands	25c	St. Christopher	10c	Union of South Africa	25c
Cambodia	25c	Haiti	10c	Netherlands	15c	St. Eustatius	10c	Upper Volta	25c
Cameroon	25c	Honduras (Rep.)	10c	Netherlands Antilles (Netherlands West Indies)	10c	St. Helena	10c	Uruguay	10c
(A) Canada	per ounce 6c	Hong Kong	25c	Netherlands New Guinea	25c	St. Kitts	25c	U. S. S. R.	15c
Canary Islands	15c	Hungary	15c	Netherlands Indies (Indonesia)	25c	St. Lucia	10c	Vatican City State	15c
Cape Verde Islands	25c			Nevis	10c	St. Martin	10c	Venezuela	10c
Ceylon	25c			New Caledonia	25c	St. Pierre & Miquelon	10c	Vietnam	25c
Chile	10c					per oz.	8c	Windward Islands	10c
China	25c							Yemen	25c
China	25c							Yugoslavia	15c
Colombia	10c							Zanzibar and Pemba	25c
Cook Islands	25c								
Corsica	15c								
Costa Rica	10c								
Cuba	8c								

(A) Articles limited to 60 lbs. in weight. All other places limited to 4 lbs. 6 oz. AIR LETTER SHEETS—Air letters, consisting of sheets which can be folded into the form of an envelope and sealed, are acceptable for dispatch by airmail at a uniform rate of 10 cents to all foreign countries. The sheets are sold at all post offices for 10 cents each. No enclosures, adhesive tape or stickers are permitted. †Registered and ordinary articles in the regular mails for the Island of Taiwan (Formosa) will be accepted for air transmission to destination. Ordinary (unre-

gistered) articles for all other destinations in China including Manchuria and Mongolia, prepaid at the Airmail rate will be accepted for transmission by air to Hong Kong and onward transmission by surface means.

††Service restricted to Babelashira, Beit Jala, Beit Sahour, Bethlehem, Hebron, Jenin, Jericho, Jerusalem (Old City), Nablus, Qalqilia, Ramallah and Tularem.

§Service restricted to Gaza and Khan Yunis.

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Pioneer in transatlantic all-cargo service, TWA provides the only scheduled, one-airline cargo route *direct* to principal capitals in Europe and the Middle East. In addition . . . TWA overseas all-cargo service offers:

1. **Booking service** for shipments of 100 pounds or more . . . assuring on-time deliveries.
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3. **One-airline service** between 60 cities throughout the U. S. and 21 world centers abroad with a single air waybill simplifies shipment handling.
4. **Fast, frequent transatlantic service.** All daily TWA flights carry air cargo, and there are 56 crossings east and west every week.

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ALL TWA FLIGHTS CARRY AIR MAIL AND AIR CARGO

OCTOBER 1953—PAGE 33

the Royal Air Force. An international height record of 19,406 meters was obtained by an English Electric Canberra aircraft fitted with two Bristol Olympus two-spool turbojets.

At 50 years from the historic date of 1903, when the Wright Brothers first flew, Britain is reaching out to hitherto undreamed-of achievements in aeronautics. There is no sign of a pause in her effort. A thousand new ideas and new designs are coming forward; new airliners, faster even than the *Comet* and more economical, new military machines, new helicopters, new engines. The future of aviation in Britain will be as interesting as anything there has even been in the whole realm of engineering.



PALVIG

(Continued from Page 10)

was, as the company said, "economical"—SAS sent its two all-cargo DC-4's back to Europe for cargo operations there, and distributed the space formerly afforded by the planes among its 18 weekly transatlantic flights. In other words, there has not been a reduction of cargo space but rather a reallocation of that space to several aircraft. With

this newer system, SAS still "handles cargo with passenger speed," Palvig says, boasting an annual lift capacity of 600,000 pounds. Management has guaranteed the cargo department that at least 3000 pounds of cargo would be moved per day, and perhaps more, should necessity require it. In the event that truly bulky air cargo has to go, cargo that will not fit into the compart-



ment of a combination transport, Palvig says he has only to lift the phone and a suitable plane can be chartered almost immediately. Therefore, SAS is ready for almost any cargo situation that may come up, even to the reintroduction of all-cargo transatlantic operations when its combination transports can no longer accommodate the flow of cargo moving to and from Europe. "We have," he says, "been able to handle anything that was thrown at us. We haven't been able to complain."

Air cargo will continue to expand; Palvig is sure of it. SAS, like most other major airlines, is waiting for the truly economical cargo plane that will bring costs down substantially for the shipper, in which instance, air cargo

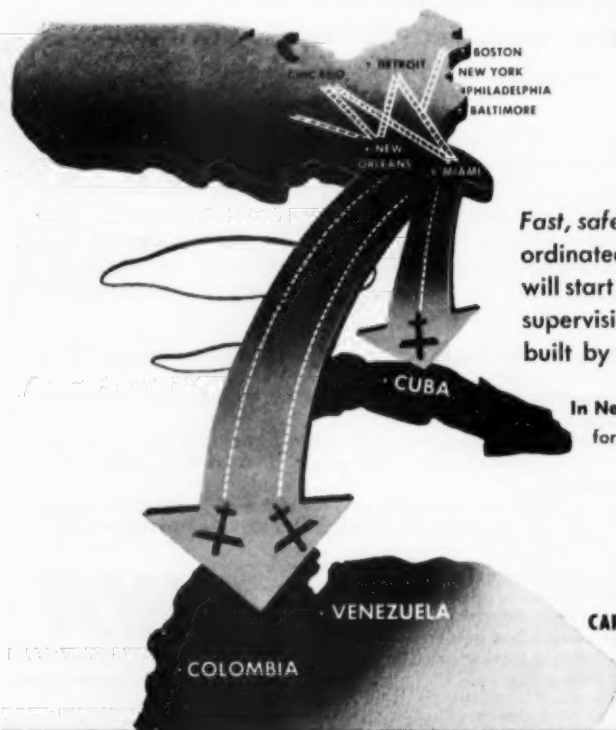
will truly mushroom out at a gigantic rate. But in the meantime, Palvig, his team, and SAS, not to mention the other carriers, are all biding their time, working with what they have, concentrating on making airfreight a bigger, better, even faster service than at present it is.

Much of this latter problem concerns ground handling, where certain delays occur in the moving of airfreight. While European terminals are not nearly so well mechanized as their American counterparts, Palvig notes, their customs procedures are not nearly so complicated. Air cargo moves through customs in Europe at a much more rapid pace than it does in America, offsetting by far the slight disadvantage of being less mechanized. In America, on the other hand, where forklifts and conveyor belts abound, cargo is stalled at customs and valuable time is lost. Thus the advantages and disadvantages tend to balance each other on either side of the Atlantic. And it is there, perhaps, on the ground that greater attention will first be paid to the making of air transportation a faster, safer and better medium for shipping than ever before. In any case, Palvig believes in air cargo, and is confident that it will continue to grow.



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• I'll bet I know one argument for a postage meter that you never thought of!

• She is five feet four, blonde, and built. With blue eyes and freckles across her nose. A very intelligent doll, too. Her first name is Marie.

• She used to pass by the Shipping Dep't every night, out the back way to

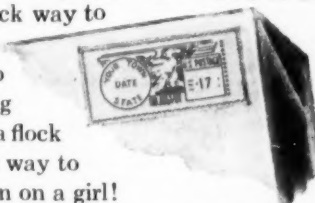
the car park. And see me, sleeves rolled up very uncouth, putting postage stamps on a flock of parcel posts. No way to make an impression on a girl!

• I did my darndest to finish up the parcel posts in time, and meet her accidentally some night, with a necktie and coat on. *Me* with a necktie, that is—Marie don't wear 'em. But I never could get the work—or myself—cleaned up in time.

• So I told Mr. Robbins that if we had one of those postage meters, I was sure I could get out our parcel posts on earlier trains, planes, keep our postage account accurate, and give me more time for other things (including Marie). Also the same meter would stamp our mail. He said okay . . . So I've been doing all right lately.

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